Baedeker's

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NORWAY, SWEDEN,

AND

DENMARK

Money Table.

(Comp. p. xi.)

s.	*d.*	*kr.*	*ø.*	*kr.*	*ø.*	*s.*	*d.*
1	—	—	90	1	—	1	1⅓
2	—	1	80	2	—	2	2⅔
3	—	2	70	3	—	3	4
4	—	3	60	4	—	4	5⅓
5	—	4	50	5	—	5	6⅔
6	—	5	40	6	—	6	8
7	—	6	30	7	—	7	9⅓
8	—	7	20	8	—	8	10⅔
9	—	8	10	9	—	10	—
10	—	9	—	10	—	11	1⅓
20	—	18	—	18	—	20	—

Measures.

(Comp. p. vi.)

English Feet	Mètres	Norweg. Feet	Swedish Feet	English Miles	Kilo-mètres	Norweg. Miles
0,97	0,29	0,94	1	0.62	1	0,09
1	0,30	0,97	1,02	1	1.609	0,1424
1,029	0,31	1	1,05	2	3.218	0,28
2	0,61	1,84	2,05	3	4.827	0,43
3	0,91	2,91	3,08	4	6.436	0,57
3,28	1	3,19	3,37	5	8.045	0,71
4	1,22	3,88	4,10	6	9.654	0,85
5	1,52	4,85	5,13	6,64	10.683	0,94
6	1,83	5,82	6,16	7	11.263	1
7	2,13	6,80	7,18	8	12.872	1,14
8	2,44	7,77	8,21	9	14.481	1,28
9	2,74	8,74	9,24	10	16.090	1,42
10	3,05	9,71	10,26	14	22.526	2
50	15,24	48,50	51,30	20	32.180	2,85
100	30,48	97,14	102,65	21	33.789	3

DET SYDLIGE NORGE.

1:2.000.000

Norske Mile.

English Miles.

Kilom.

Faste Skydsstationer.

4 5 6 7 8 Östen for Greenw. 9 10 11 12

63 62 61 60 59 58

3 4 5 6 Östen for Paris 7 8 9

ATLANTERHAA

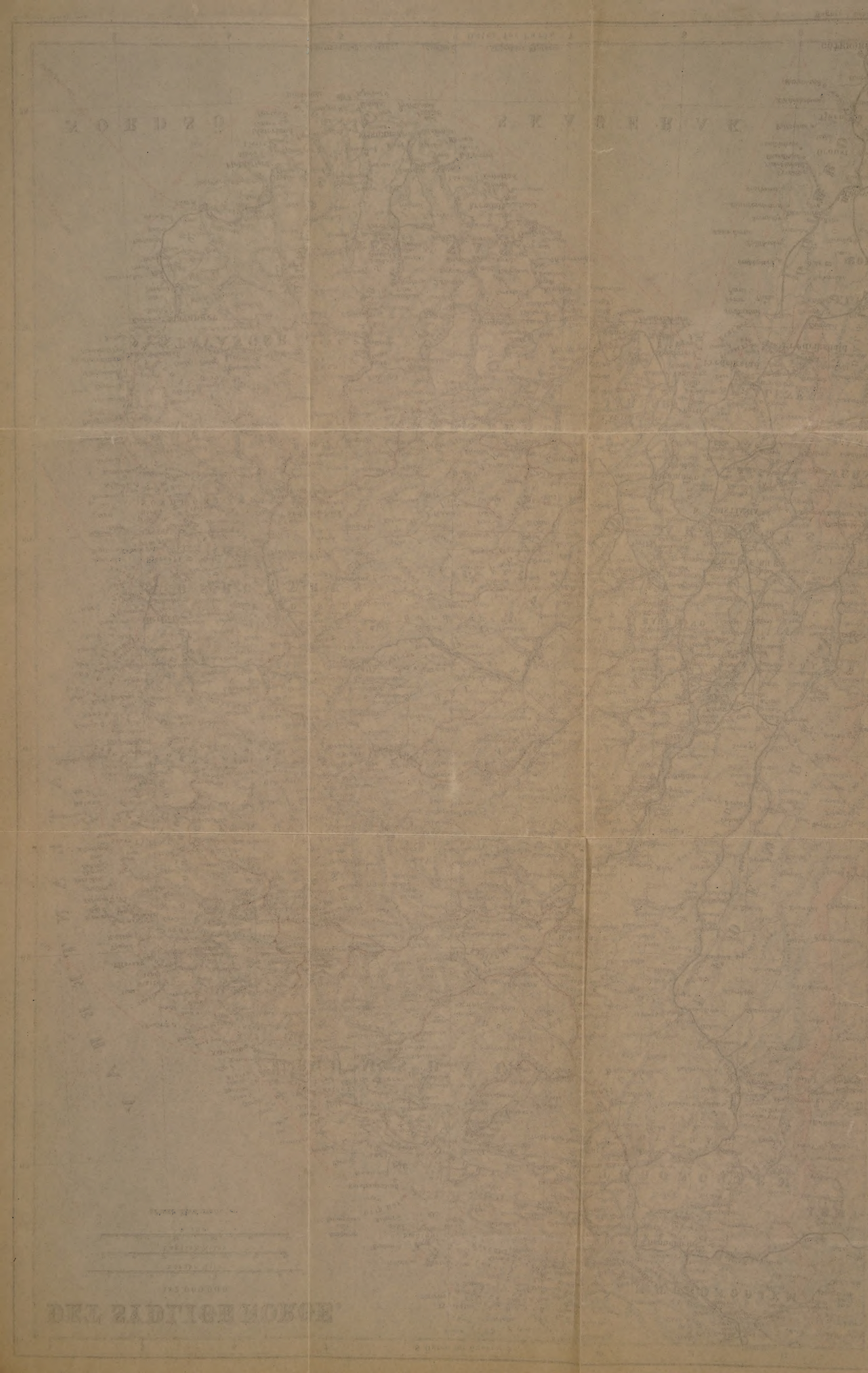
NORDSÖ

SKAGERAK

Antwerpen, Hull, London Hamburg Kjöbenhavn, Newcastle

Geograph. Anstalt von

Wagner & Debes, Leipzig



NORWAY, SWEDEN,

AND

DENMARK,

WITH

EXCURSIONS TO ICELAND AND SPITZBERGEN

HANDBOOK FOR TRAVELLERS

BY

KARL BAEDEKER

WITH 43 MAPS, 26 PLANS,
AND SEVERAL PANORAMAS AND GROUND-PLANS.

NINTH EDITION

REVISED AND AUGMENTED

LEIPZIG: KARL BAEDEKER, PUBLISHER.
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1909

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'Go, little book, God send thee good passage,
And specially let this be thy prayere:
Unto them all that thee will read or hear,
Where thou art wrong, after their help to call,
Thee to correct in any part or all.'

PREFACE.

The object of the Handbook for Norway, Sweden, and Denmark, which now appears for the ninth time, carefully revised and partly rewritten, is to give the traveller information about the most interesting scenery and characteristics of these countries, with a few notes on their history, languages, and customs. Like the Editor's other handbooks, it is based on personal acquaintance with the countries described, the chief places in which he has visited repeatedly. His efforts to secure the accuracy and completeness of the work have been supplemented by the kind assistance of several correspondents and friends, Norwegian, Swedish, Danish, English, and German, to whom his best thanks are due. He will also gratefully receive any corrections or suggestions with which travellers may favour him. Within the last few years Norway has grown rapidly in popularity with the travelling public, and a number of new roads, railways, and steamboat-routes, with corresponding hotels, have recently been opened. The most important of these are carefully noted in the present edition. It should be observed, however, that the routes in the Handbook are generally framed with reference to the summer-service only; before mid-June and after August the travelling facilities, especially on the fjords and lakes, are much more limited.

The present volume, like Baedeker's Switzerland, may be used either as a whole, or in sections, which for the convenience of travellers may be removed from the volume without falling to pieces. These sections are — (1) Introductory Part, pp. i-lx; (2) S., E., and Central Norway, as far as Trondhjem, pp. 1 to 104; (3) W. Norway, as far as Trondhjem, pp. 105 to 208; (4) N. Norway, Iceland, and Spitzbergen, pp. 209 to 258; (5) Sweden, pp. 259 to 394; (6) Denmark, pp. 395-436.

On the MAPS and PLANS the Editor has bestowed special care, and he believes they will amply suffice for the use of all ordinary travellers.

In the letter-press HEIGHTS are given approximately in English feet, in the maps in mètres (1 mètre = 3.28 Engl. ft.; 1 Norw. ft. = 1.029 Engl. ft.; 1 Swed. ft. = 0.974 Engl. ft.). DISTANCES are given in kilomètres, as the tariffs for carioles and boats are now calculated on the metric system (comp. p. vi). The POPULATIONS and other statistics are from the latest official sources.

The Handbook mentions both the first-class hotels and those of humbler rank. The asterisks indicate those which the Editor, from his own experience, as well as from information supplied by numerous travellers, believes to be respectable, clean, reasonable, and fairly provided with modern comforts. Houses of a more primitive character, when good of their class, are described as 'good', 'fair', or 'very fair'. At the same time the Editor has no doubt that good quarters may occasionally be obtained at inns that he has not recommended or even mentioned. Although prices have an upward tendency, the average charges stated in the Handbook will enable the traveller to form a fair estimate of his expenditure. Previous enquiry, however, is sometimes advisable.

To hotel-keepers, tradesmen, and others the Editor begs to intimate that a character for fair dealing forms the sole passport to his commendation, and that advertisements of every kind are strictly excluded from his Handbooks. Hotel-keepers are also warned against persons representing themselves as agents for Baedeker's Handbooks.

Abbreviations. Distances.

N., S., E., W. = north, northern; south, southern; east, eastern; west, western.

M. = English mile, unless the contrary is stated (see Table opposite title-page).

S. M. = Norwegian sea-mile.

Kil. = Kilomètre (see Table opposite title-page).

Ft. = English feet.

Com., Kom. = "Norges Communicationer" and "Sveriges Kommunikationer" respectively (see p. xvii).

R., B., L., D., S. = room, breakfast, luncheon, dinner, supper.

R. also = Route.

Rfmts. = refreshments.

c., ca. = circa, about.

Kr., ø. = crowns and øre in Norway and Denmark.

Ö. = öre, the Swedish form of øre,

As the metric system has been adopted in both Norway and Sweden, the **Distances** are usually given in kilomètres, though the old reckoning by miles is still common in some parts of Norway, one Norwegian mile (= 7 Engl. M.) being reckoned as 3 hours' walking or 2 hours' driving. In Sweden distances are occasionally calculated in 'new' Swedish miles (1 Ny Svensk Mil = 10 Kil. = 6¼ Engl. M.); the old Swedish mile is about ½ Engl. M. longer. On railway-routes the distances are generally reckoned from the starting-point, while on high-roads the distances from station to station are given as being more convenient.

On the steamboat-routes the distances are given approximately in Norwegian sea-miles (S. M.) or nautical miles. A Norwegian nautical mile is equal to four English knots or nautical miles (about 4⅗ Engl. statute M.), and the steamers are usually timed to travel from 2 to 2½ Norwegian nautical miles per hour. The ordinary tariff is 40 ø. per nautical mile, but no charge is made for deviations from the vessel's direct course.

Asterisks (*) denote commendation. The letter *d*, with a date, after the name of a person, indicates the year of his death. The number of feet after the name of a place shows its height above the sea-level.

The rule of the road in Sweden is the same as in England ('keep to the left'); in Norway and Denmark, as in Germany, it is the reverse 'keep to the right'). Note that this applies to railways and tramways also.

CONTENTS.

Introduction.

		Page
I.	Expenses. Money. Language. Passports. Post Office	xi
II.	Steamers between Great Britain and Norway, Sweden, and Denmark. Yachting Cruises. Tourist Agents.	xii
III.	Season and Plan of Tour	xiii
IV.	Conveyances. Walking Tours. Cycling Tours	xvii
V.	Luggage. Equipment. Tourist Clubs	xxii
VI.	Hotels	xxiv
VII.	Sport	xxv
VIII.	Maps. Books	xxvi
IX.	Names and their Meanings	xxviii
X.	On the Physical Geography of Scandinavia	xxx
	Situation. Geological Formation. Coast Line	xxx
	Mountains, Lakes, and Rivers	xxxiv
	Climate and Vegetation	xxxvi
	Animal Kingdom	xxxix
	Population	xxxix
XI.	History of Sweden and Norway	xl
	Outlines of Norwegian (Danish) and Swedish Grammars, at the end of the volume.	

Norway.

SOUTHERN AND EASTERN NORWAY, AS FAR AS TRONDHJEM.

Route		
1.	Christiansand and the Sætersdal	2
	From Christiansand to Christiania	6
2.	Christiania and Environs	8
3.	From Christiania by Drammen to Skien	20
4.	From Drammen by Haugsund and Hønefos to the Randsfjord	25
5.	From Haugsund to Kongsberg and Ulefos (Telemarken-Hardanger)	27
6.	From Skien by the Telemarken Canal and the Haukelifjeld to the Hardanger	33
7.	From Christiania through the Hallingdal to Bergen by Rail	39
8.	From Christiania through the Valders to Lærdalsøren on the Sognefjord	44
9.	Jotunheim	53
10.	From Christiania through the Gudbrandsdal to Stryn on the Nordfjord, Marok on the Geiranger Fjord, or Aandalsnæs on the Romsdals Fjord	80
11.	From Domaas in the Gudbrandsdal over the Dovrefjeld to Støren (Trondhjem)	90

Route Page
12. From Christiania to Trondhjem by Railway 93
13. From Christiania to Charlottenberg (Stockholm) 97
14. From Christiania to Gotenburg by Railway 97
15. From Christiania to Gotenburg by Sea 102

Western Norway, as far as Trondhjem.

16. From Christiansand to Stavanger by Sea. The Stavanger Fjord 107
17. From the Stavanger Fjord by the Suldalsvand to Odde on the Hardanger Fjord 113
18. From Stavanger to Bergen by Sea 115
19. The Hardanger Fjord 118
20. Bergen 130
21. From Bergen by Vossevangen to Myrdal (Gulsvik, Christiania); to the Hardanger Fjord; to the Sognefjord . . . 137
22. The Sognefjord 144
23. From Bergen to Aalesund and Molde by Sea 159
24. From the Sognefjord to the Nordfjord 161
25. The Nordfjord. Oldendal, Loendal, Strynsdal 165
26. From the Nordfjord to Aalesund and Molde 173
27. Molde and the Moldefjord 186
28. From Molde to Trondhjem 194
29. Trondhjem and its Fjord 200

Northern Norway.

30. From Trondhjem to Bodø 212
31. The Lofoten Islands 222
32. From Bodø to Tromsø 226
33. From Tromsø to the North Cape 232
34. From the North Cape to Vadsø 239
35. Syd-Varanger 242
36. From the Altenfjord to Haparanda in Sweden 243

37. Iceland 245
38. Spitzbergen 257

Sweden.

39. Malmö and Southern Skåne 260
40. From Malmö by Lund to Nässjö (and Stockholm) 263
41. From Alfvesta by Vexiö to Karlskrona and Kalmar. Öland. 268
From Oskarshamn to Nässjö 271
42. West Coast from Malmö to Gotenburg 272
43. Gotenburg 287
44. From Gotenburg to Venersborg. Trollhättan. Lake Venern. Western Göta Canal 283

Route		Page
45.	From Gotenburg to Katrineholm (and Stockholm)	289
46.	From Nässjö to Jönköping and Falköping	291
47.	From Jönköping to Stockholm by Lake Vettern and the Eastern Göta Canal	293
48.	From Nässjö to Stockholm	297
49.	From (Christiania) Charlottenberg to Laxå (Stockholm)	302
50.	Stockholm	304
51.	Environs of Stockholm	340
52.	From Stockholm to Upsala	346
53.	The Island of Gotland	353
54.	From Stockholm to Vesterås and Örebro	358
55.	From Kolbäck and Valskog to Flen, Nyköping, and Oxelösund	362
56.	From Gotenburg to Falun	363
57.	From Stockholm to Lake Siljan by Borlänge (Falun)	365
58.	From Upsala by Gefle to Ockelbo (Bräcke, Östersund)	369
59.	From Stockholm by Upsala, Ockelbo, and Bräcke to Östersund, Storlien, and Trondhjem	370
60.	From Ånge to Sundsvall	376
61.	From Bispgården to Sundsvall by the Indals-Elf	377
62.	From Bräcke to Luleå	378
63.	From Stockholm to Sundsvall and Hernösand by Sea (Luleå, Haparanda)	381
64.	From Hernösand to Sollefteå by the Ångerman-Elf	383
65.	From Sundsvall and Hernösand to Luleå by Sea	384
66.	From Luleå to Kvickjock	386
67.	From Luleå by Gellivara to Narvik	390
68.	From Luleå to Haparanda by Sea	393

Denmark.

69.	Copenhagen and its Environs	395
70.	From Copenhagen to Helsingør	421
71.	Bornholm	426
72.	From Copenhagen by Kalundsborg to Aarhus	427
73.	From Copenhagen to Hamburg by the Danish Islands	429
74.	From Odense to Svendborg, Langeland, Laaland, Falster, and Møen	431
75.	From Fredericia to Frederikshavn, Jutland	432
76.	From Aalborg on the Limfjord to Thisted and by Viborg to Langaa	435
Index		437

Plans and Maps.

Comp. Key Map at the End of the Book. — The marks (•, ••, ○, ○○, *etc.*) *on the Special Maps indicate where they join the adjacent Special Maps.*

Plans: 1. *Aalesund.* — 2. *Bergen.* — 3. *Christiania.* — 4. *Christiansand.* — 5. *Copenhagen.* — 6. *Copenhagen*, inner city. — 7. *Drammen.* — 8. *Fredrikshald.* — 9. *Gotenburg.* — 10. *Slottskog Park*, near Gotenburg. — 11. *Helsingborg.* — 12. *Helsingör.* — 13. *Jönköping.* — 14. *Kalmar.* — 15. *Linköping.* — 16. *Lund.* — 17. *Malmö.* — 18. *Molde.* — 19. *Reykjavik.* — 20. *Sarpsborg.* — 21. *Skansen* (open-air museum). — 22. *Stavanger.* — 23. *Stockholm.* — 24. *Trondhjem.* — 25. *Upsala.* — 26. *Wisby.*

Maps. 1. *S. Norway* (1:2,000 000): before the title-page
2. *Environs of Christiania* (1:80,000): p. 16.
3. *Christiania, Kongsberg, and Lake Kroderen* (1:500,000): p. 20.
4. *S. Telemarken* (1:500,000): p. 22.
5. *N. Telemarken* (1:500,000): p. 29.
6. *Kroderen, Randsfjord, and Valders* (1:500,000): p. 39.
7. *Hallingdal and Valders* (1:500,000): p. 41.
8. *Hardanger Vidda* (1:500,000): p. 43.
9. *Jotunheim* (1:500,000): p. 53.
10. *Lakes Bygdin and Gjende* (1:200,000): p. 53.
11. *The Galdhopig and Glittertind* (1:200,000): p. 66.
12. The *Horunger* (1:200,000): p. 79.
13. *S. Gudbrandsdal* (1:500,000): p. 82.
14. *N. Gudbrandsdal, Ottadal* (1:500,000): p. 86.
15. *Stavanger Fjord* (1:500,000): p. 110.
16. *Outer Hardanger Fjord* (1:500,000): p. 117.
17. *Inner Hardanger Fjord* (1:500,000): p. 119.
18. *Environs of Bergen* (1:100,000): p. 130.
19. *District from Bergen to Voss* (1:500,000): p. 138.
20. *Central Part of the Sognefjord* (1:500,000): p. 144.
21. *Inner Sognefjord* (1:500,000): p. 154.
22. *Sendfjord* (1:500,000): p. 162.
23. *Nordfjord and Southern Sondmore* (1:500,000): p. 166.
24. *Stryn-Geiranger-Grotlid-Polfos & Tufjord-Jostedal* (1:500,000): p. 173.
25. *Northern Sondmore and Molde (or Romsdals) Fjord* (1:500,000): p. 186.
26. *Environs of Trondhjem* (1:100,000), p. 204.
27, 28. *N.-W. and N. Coast of Norway* (1:1,500,000):
1st Sheet: *Trondhjem-Torghatten-Bodo-Lofoten:* p. 212.
2nd Sheet: *Tromso-North-Cape-Vadso:* p. 228.
29. *Iceland* (1:4,500,000), p. 245.
30. *Environs of Reykjavik* (1:1,000,000), p. 249.
31. *Estuary of the Göta-Elf* (1:100,000): p. 282.
32 *Trollhätta Falls* (1:10,000 and 1:25,000): p. 284.
33. The *Kinnekulle* (1:155,000): p. 288.
34. *Djurgård near Stockholm* (1:25,000): p. 333.
35. *Environs of Stockholm* (1:100,000), with inset-map of *Djursholm* (1:30,000): p. 340.
36. The *Saltsjö from Mölna to Vaxholm*, E. of Stockholm (1:100,000), with inset-map of *Saltsjöbaden* (1:30,000): p. 349.
37. *N. Sweden* (1:2,750,000): p. 368.
38. *Denmark and Sleswick* (1:2,400,000): p. 394.
39. *N. Environs of Copenhagen* (1:100,000), with inset-maps of *Lyngby-Furese* and *Hillerod-Fredensborg* (1:150,000): p. 420.
40. *Shores of the Sound* (1:500,000): p. 424.
41. *S. Sweden* (1:2,750,000): after the Index.
42. *S. Norway*, showing Special Maps, at end of Handbook.
43. *Norway, Sweden, Denmark*, showing Special Maps, inside end-cover.

Panoramas from the Stugungse (p. 50), the Skinegg (p. 58), and the Moldehei (p. 187).

INTRODUCTION.

I. Expenses. Money. Language. Passports. Post Office.

Expenses. For a tour in Norway and Sweden 20-25*s.* per day ought to cover all outlays, but much less will suffice for those who make a prolonged stay at one or more resting-places, or for pedestrians in the less frequented districts.

Money. The three Scandinavian kingdoms have the same currency. The crown *(krone;* Swed. *krona)*, worth 1*s.* $1^1/_3$*d.*, is divided into 100 *øre* (Swed. *öre;* see money-table before the title-page). These coins are current in the three countries, but banknotes usually in their own kingdom only. British sovereigns generally realize 18 kr. in the large towns, but the exchange is often a few øre below par. Large sums are best carried in the form of circular notes or letters of credit, as issued by the chief British and American banks. The traveller should be well supplied with small notes and coins *(smaa Penge)*, as it is often difficult in the remoter districts to get change for gold or larger notes.

Language. English is spoken on board most of the Norwegian steamboats and at the chief resorts of travellers, both in Norway and Sweden, but in country-districts the vernacular alone is understood. Danish, as pronounced in Norway (analogous to English spoken with a broad Scottish accent), is the more useful of the two languages, as most travellers devote more time to Norway than to Sweden, and as it is readily understood in Sweden. (See grammars and vocabularies at the end of this volume.)

Passports are unnecessary, except for obtaining delivery of registered letters.

The **Custom House Examination** is lenient. The duty on cigars is 6 kr. per kilogram ($2^1/_5$ lbs.), on spirits 2 kr. 40 *ø.* per litre; but a kilogram of the former or an unsealed bottle of the latter passes duty-free.

Post Office. The postage of a letter weighing 1 oz. is 20 øre, and of a post-card *(Brefkort, Brevkort)* 10 *ø.*, within the Postal Union; of a letter 10 *ø.*, of a post-card 5 *ø.*, within Norway, Sweden, and Denmark. It is not advisable to give any *poste restante* address other than steamboat or railway stations, as the postal service to places off the beaten track is slow.

Telegraph Offices abound.

Norwegian Tariff. Within Norway: 50 *ø.* for ten words, and 5 *ø.* for each word more. — Foreign telegrams (minimum 80 *ø.*): to Sweden 30 *ø.*, plus 10 *ø.* for each word; to Denmark 50 *ø.*, plus 10 *ø.* for each word; to Great Britain 26 *ø.* per word; to the U.S.A. 1 kr. 35 *ø.* to 2 kr. 5 *ø.* per word.

Swedish Tariff. Within Sweden: 50 ö. for ten words, and 5 ö. for each word more. — Foreign telegrams: to Norway or Denmark 80 ö. for five words, 10 ö. each word more; to Great Britain 1 kr. 30 ö. for three words, 30 ö. each word more; to the U.S.A., about the same as from Norway.

Telephones are very general, and are most useful, especially in Norway and the Swedish Norrland, for securing rooms or ordering conveyances in advance. Usual charge 10 *ø.* or a little more.

II. Steamers between Great Britain and Norway, Sweden, and Denmark. Yachting Cruises. Tourist Agents.

Steamboats. The following are the usual summer-arrangements (May to August inclusive); but travellers should in all cases obtain precise information from the agents or the advertisements of the steamship-companies. The fares quoted include provisions except where otherwise stated. The winter-rates are often considerably lower. — 'Boat-trains' run from London in connection with the steamers from Hull, Grimsby, Newcastle, and Harwich.

Steamers to Norway.

To Christiania. (1). From *London*, 'Wilson Line' alternate Fridays in 56 hrs. (fares 5*l.* 13*s.*, 3*l.* 10*s.*, return 8*l.*, 5*l.* 10*s.*; food 6*s.* 6*d.* or 4*s.* 6*d.* per day, according to class). — (2). From *Hull*, 'Wilson Line' Frid. in 46 hrs. (fares 4*l.* 15*s.*, 3*l.* 5*s.*, return 7*l.* 10*s.*, 5*l.*). — (3). From *Newcastle-on-Tyne*, SS. 'Sterling' and 'Prospero', Frid. in about 52 hrs. (3*l.* 3*s.*, return 5*l.* 5*s.*).

Christiansand is called at by most of the above-mentioned steamers (fares as to Christiania): from Hull in 32 hrs., from London in 44 hrs. Also: from *Leith*, 'Leith, Hull, and Hamburg Co.', Thurs. in 34 hrs. (3*l.* 3*s.*; return 5*l.* 5*s.*); returning on Fridays.

To Bergen. (1). From *Hull*, 'Wilson Line', Tues. in 36 hrs. (4*l.* 10*s.*, 3*l.*, return 7*l.*, 4*l.* 10*s.*), returning on Saturday. — (2). From *Newcastle*, 'Bergenske and Nordenfjeldske Cos.', Tues., Thurs., & Sat. in 31-40 hrs. (1st cl. 4*l.*, return 6*l.*). — These steamers, except the Tues. boat from Newcastle, touch at *Stavanger* (same fares).

To Trondhjem. (1). From *Hull*, 'Wilson Line', Thurs. in 65 hrs. (6*l.* 10*s.*, 4*l.* 4*s.*, return 9*l.* 15*s.*, 6*l.* 6*s.*), returning Thursdays. — (2). From *Newcastle*, 'Bergenske and Nordenfjeldske Cos.', Tues., viâ Bergen (see above; through-fare 6*l.* 10*s.*, return 9*l.* 15*s.*).

Steamers to Sweden.

To Gotenburg. (1). From *London* (Tilbury), 'Thule Line', Frid. (returning Thurs.) in 40-45 hrs. (3*l.* 3*s.*, 2*l.* 2*s.*, food 6*s.* 6*d.* or 4*s.* 6*d.* per day); return-tickets (5*l.* 5*s.*, 3*l.* 3*s.*) are available also viâ Granton (see below) or by the 'Wilson Line' viâ Hull. — (2). From *Hull*, 'Wilson Line', Sat. (returning Frid.) in 36-40 hrs. (fares 4*l.*, 2*l.* 15*s.*; return-fares 7*l.*, 4*l.* 5*s.*). — (3). From *Grimsby*, 'Wilson Line' Wed. (returning Wed.) in 40 hrs. (same fares). — (4). From *Granton* (Edinburgh), 'Thule Line', Frid. (same fares).

To Malmö. From *Grimsby*, 'Wilson Line', Tues. returning Thurs., in about 60 hrs. (2*l.* 15*s.*, 1*l.* 10*s.*; first-class return 4*l.* 10*s.*).

To Stockholm. From *London*, 'Wilson Line', Sat.; also 'Stockholm Steamship Co.', viâ Malmö, about every ten days.

Steamers to Denmark.

To Copenhagen. (1). From *London*, 'Bailey and Leetham Line', Sun. in about 3 days (2*l.* 10*s.*, 1*l.* 10*s.*; meals 5-6*s.* per day). — (2). From *Hull*, 'Wilson Line', Mon. or Frid. in 60 hrs. (1st cl. 2*l.* 10*s.*, excl. food; 2nd cl.

1*l.* 5*s.*, incl. food): 'Finland Steamship Co.', Wed., touching at Helsingfors, and every alternate Sat., touching at Abo (fares 2*l.* 10*s.*, 1*l.* 10*s.*; return-ticket 3*l.* 15*s.*, 2*l.* 5*s* ; food 5-6*s.* per day). — (3). From *Leith*, 'James Currie & Co.', viâ Christiansand, Thurs., in 54 hrs. (3*l.* 3*s.*, 1*l.* 11*s.* 6*d.*; 1st cl. return-ticket 5*l.* 5*s.*); returning Thursdays.

To Esbjerg. (1). From *Harwich*, 'United S.S. Co. of Copenhagen', Mon., Thurs., & Sat. (returning Tues., Wed., & Sat.) in 25 hrs. (1*l.* 10*s.*, 15*s.*; 1st cl. return-ticket 2*l.* 5*s.*; food 5*s.* per day in the 1st cl., and 2*s.* per day in the 2nd cl.). — (2). From *Grimsby*, 'United S.S. Co. of Copenhagen' (in connection with 'Great Central Railway') Mon. and Thurs. (returning Tues. and Frid.) in 33 hrs. (1*l.* 10*s.*, 15*s.*; return-ticket 2*l.* 5*s.*, 1*l.* 10*s.*; food extra).

Most travellers to Norway will find the steamers of the 'Wilson Line' (*Thos. Wilson, Sons, & Co.*, Hull) or of the 'Bergenske and Nordenfjeldske Cos.' (*P. H. Matthiessen & Co.*, 25 Queen St., Newcastle; *Messrs. Berg-Hansen & Co.*, Christiania) good and convenient. The last-named company also has an excellent service between Norway and Hamburg, for which return-tickets from Newcastle are also available. Esbjerg (p. 436) has direct railway-connection with Copenhagen and with Gotenburg viâ Fredericia and Frederikshavn (R. 75). The German mail-steamers plying twice daily in each direction between *Kiel* and *Korsör* (p. 429) in 5 hrs. (fares 11 *M* 30, 4 *M* 50 pf.) and between *Warnemünde* and *Gjedser* (p. 429) in 2 hrs. may also be mentioned.

Yachting Cruises. Comfortable excursion-steamers (1000-4000 tons) ply frequently during the season from British ports to the Norwegian fjords, Bergen, Trondhjem, the North Cape, etc. They follow a fixed itinerary at an inclusive charge, details of which may be obtained from the agents. These so-called yachts visit some of the finest fjords in Norway and give opportunities for occasional excursions on land, but they inevitably miss many of the peculiar beauties of the country. A prolonged cruise in one of these floating hotels is apt to prove monotonous and enervating, and to leave the passenger's mind almost a blank with regard to the great charms of real Norwegian travel.

Tourist Agents. *Messrs. Thos. Cook & Son*, *Messrs. Henry Gaze & Sons*, and *Dr. Lunn*, in London, and *T. Bennett & Sons* and *F. Beyer*, at Christiania and Bergen, issue railway, steamboat, Skyds (or posting), and hotel tickets and coupons for various routes. This system saves trouble at a sacrifice of independence. As a rule it is advisable not to fix one's route before leaving London, but to wait until Christiania or Bergen is reached. 'The Norway Tourist's Weekly News', which often contains useful information, is published by Beyer at Bergen, and is to be seen at many of the hotels.

III. Season and Plan of Tour.

Season. The best season for Norway and Sweden is from the beginning of June to the middle of September; but July and August are the best months for the higher mountains, where snow

is apt to fall both earlier and later. For a voyage to the North Cape (RR. 30-34), to see the midnight sun, the season is from the middle of June to the end of July. August is often a rainy month in Eastern Norway; the wet season sets in later on the West coast.

Plan of Tour. An energetic traveller may see the chief points of interest in Norway and Sweden in $2^1/_2$-3 months, but an exhaustive tour cannot be made in one season. After a first visit devoted to obtaining a general idea of the country, the traveller is advised to spend one or more seasons in exploring particular districts. The less time and strength expended in covering long distances, the greater will be the enjoyment of the tour. Travellers addicted to fashionable resorts and luxurious hotels will not find Norway to their taste, but true lovers of nature will carry away with them an enthusiastic admiration for its scenery, and will gladly seek to renew their impressions.

As those who take a so-called Yachting Cruise along the coast are tied down by the programme of the steamer, most travellers will prefer to form independent plans for themselves. The specimens given below may easily be modified with the help of the Handbook or extended by digressions from the main track.

The finest scenery in **Norway** is on the W. coast, where the *Hardanger Fjord*, the *Sognefjord*, the *Nordfjord*, the *Søndmøre*, *Molde*, and the *Romsdal* are the great attractions, while the *Jotunheim*, to the E. of the Sognefjord, is a splendid field for mountaineers. The voyage to the *Norrland*, passing the *Lofoten Islands*, is most impressive. But beautiful scenery abounds in S. Norway also, where *Christiania*, the capital, is well worthy of a visit.

In the S. of **Sweden** the chief attractions are *Stockholm*, several other towns, and the great Canals. *Wisby*, with its mediæval ruins, is also interesting. The Swedish *Norrland* is inferior in grandeur to the W. coast of Norway, but its beautiful coasts, its river-scenery, and its magnificent waterfalls, such as those of the *Indals-Elf*, the *Ångerman-Elf*, and *Lule-Elf*, richly repay a visit. Not the least charm of the Norrland is the paucity of noisy tourists.

The time allowed for the following routes is very limited, and it will often have to be exceeded, especially when steamboats are late or time-tables are altered. In every case the 'Communicationer' (p. xvii) should be carefully consulted. Combined tickets for railways, steamers, carriages, and hotels, obtainable from the tourists' agents (pp. 10, 132), are convenient for novices, but the experienced traveller will greatly prefer to be independent, especially as these tickets would tend to increase and not to diminish his expenses.

I. Tour of Ten or Eleven Weeks.

	Days
From Hull or Newcastle to *Stavanger*	2
From Stavanger by steamer on the *Suldalsvand* (p. 113) and thence drive to the *Breifond Hotel* (p. 114)	2

Days

Drive from the Breifond Hotel viâ *Seljestad* to *Odde* on the *Sørfjord* 1
[This route may be joined at Odde by travellers from *Christiania* viâ *Dalen* and *Telemarken* (comp. p. xvi). . . . . 5-6]
Excursions from Odde to the *Buarbræ* and the *Skjæggedalsfos* (R. 19); steamer from Odde to *Vik i Eidfjord*. 2½
Excursions from Vik to the *Vøringfos* and the *Simodal* (R. 19); steamer to *Sundal* on the *Maurangerfjord*. 2-3
Excursion from Sundal to the *Bondhusbræ* or the *Folgefond* (R. 19); steamer to Bergen 1
Bergen (R. 20) 1
[This route may be joined at *Bergen* by steamer from Hull or Newcastle in 2 days.]
From Bergen rail to *Vossevangen;* drive to *Stalheim* (R. 21) 1
Drive or walk to *Gudvangen;* steamer across the *Sognefjord* to *Fjærland* and *Balholm* (p. 146) and thence to *Vadheim* (p. 145) . . . 1
[Those who desire to visit *Jotunheim* (R. 9) from the Sognefjord take steamer from Gudvangen, or from Balholm, to *Lærdalsøren*, and thence to *Skjolden* (p. 156), where they join the route described in the opposite direction on p. 156. returning by Nystuen and through the Lærdal to *Lærdalsøren*. . . . . 9-10]
From Vadheim by steamer and carriage by *Førde* (p. 162) to *Skei* (p. 164); drive and row to *Red* (p. 161). and thence drive to *Sandene* and *Visnæs* on the *Nordfjord* (p. 168) 3
Excursion from Visnæs to the *Oldendal* or *Loendal* (p. 168). Drive by *Grotlid* to *Marok* (p. 178) 3
Steamer or motor-boat from Marok to *Hellesylt* (p. 177); drive thence by *Fibelstad-Haugen* to *Øie* on the *Norangsfjord* (p. 179). . . . 1
From Øie by steamer or rowing-boat to the *Jørundfjord* (p. 181); drive to *Ørstenvik;* steamer to *Aalesund* (p. 184). Or take the steamer direct from *Øie* to *Aalesund* 1
Aalesund and thence by steamer to *Molde* (p. 186) 1
Excursions from Molde to the *Romsdal* (p. 187) and the *Eikisdal* (p. 191). Steamer by *Christianssund* to *Trondhjem* 4
[Or, after an excursion to the *Eikisdal*. proceed from Molde by *Aandalsnæs* through the *Romsdal* and the *Gudbrandsdal* (R. 10) to *Domaas*, and thence over the *Dovrefjeld* to *Steren* (R. 11) . . . . . 6]
From Trondhjem to the *North Cape* and back (RR. 30, 32, 33) . . . 8-14
Railway from Trondhjem by *Östersund* and *Upsala* (R. 59) to Stockholm (or to *Bräcke*, and thence to Lulea; R. 62) 3-6
Stockholm and Environs 4
From Stockholm by the *Göta Canal* and *Lake Vettern* to *Jönköping* (R. 47) 2
Railway from Jönköping by *Lund* and *Malmö* to Copenhagen (RR. 46, 40) 2
Copenhagen and *Helsinger* (RR. 69, 70) 3
Return to *London*, *Hull*, *Harwich*, or *Leith* (p. xii) 1½-3
[Or from Stockholm by the *Göta Canal* to *Gotenburg* 2
Steamer from Gotenburg to England (p. xii) . . . . . 1½]

II. Three or Four Weeks (or Five or Six Weeks including Voyage to the North Cape or a Trip through Sweden).

Christiania and Environs (R. 2) 1
From Christiania by railway to *Drammen* and *Skien* (R. 3) 1
From Skien through *Telemarken* to *Odde* on the Hardanger Fjord (R. 6) 4 5
[This route may be joined here by travellers from *Stavanger* by the *Suldalsvand*, the *Breifond Hotel*, and *Seljestad* (comp. p. xiv) 3]
The *Hardanger Fjord: Odde* (p. 124); *Vik i Eidfjord* (p. 127); *Sundal* on the Mauranger Fjord (p. 119); to *Bergen* by steamer (R. 18) . 5
Bergen (R. 20) 1
From Bergen by railway to *Vossevangen*; drive to *Stalheim* (p. 143) 1

Days

Walk to *Gudvangen* (p. 151); by steamer across the *Sognefjord* to *Balholm* and *Fjærland* (p. 148); thence to *Vadheim* (p. 145) 3
From Vadheim drive by *Førde* to *Sandene* on the Nordfjord (p. 167) 2
Excursions on the *Nordfjord* and its side-valleys (R. 25); through the *Strynsdal* by *Grotlid* to *Marok* (R. 26) 3
From Marok by steamer to *Hellesylt* (p. 177), drive through the *Norangsdal* to *Eie* (p. 180) on the *Norangsfjord*; steamer on the *Jørundfjord* to *Aalesund* (R. 26); thence to *Molde* 1-2
Molde, the *Molde-Fjord*, and the *Romsdal* (R. 27) 3
From Molde to Trondhjem. *Trondhjem* (p. 200) 1½-2
From Trondhjem we may either return by steamer to England (p. xii). or go farther N. to the *Norrland* (RR. 30-34), or return by rail to *Christiania*, or take a trip through SWEDEN as indicated on p. xvii.

III. Four or Five Weeks in Norway, with Voyage to the North Cape.

Steamer from Hull or Newcastle to *Stavanger* 2
Stavanger to *Odde* and the *Hardanger Fjord* 5
From *Bergen* to *Trondhjem* by *Molde*, as indicated at pp. xv, xvi 10-12
Steamer to the *North Cape* and back 8-14
Railway from Trondhjem to *Christiania* 1
Steamer to England 2

IV. Four or Five Weeks in Norway.

Steamer from London, Hull, or Newcastle to *Christiania* 2
Christiania and railway to *Skien* (RR. 2, 3) 1
Through Telemarken, as indicated above (or rail to *Bergen*) . . . 3-4
Excursions on the Hardanger Fjord from *Odde* and *Vik* (pp. 124, 127) 3-4
From *Eide* (p. 122) viâ Vossevangen to *Stalheim* (p. 143) 1
The *Sognefjord* (R. 22), *Nærefjord*, *Fjærlands-Fjord*, and by steamer to *Vadheim* (p. 145) 3-4
By *Sandene* on the *Nordfjord*, *Stryn*, *Grotlid*, *Marok*, and *Sjøholt* (R. 26) to *Molde* 6-8
Molde; the *Romsdal* 2-3
Steamer from *Bergen* to England (p. xii) 2

V. Four or Five Weeks in Norway for Walkers.

Steamer from London, etc., to *Christiansand* 2
Through the *Sætersdal* to *Dalen* in Telemarken (comp. p. 5; the third day's walk is long) 3
Drive by the *Haukelifjeld* to *Røldal*, the *Breifond Hotel*, and *Seljestad*; walk and drive to *Odde* (pp. 114, 115). Excursions from Odde 4
Steamer to *Vik i Eidfjord* (p. 127). Excursions to the *Vøringfos* and by *Fosli* to the *Simodal*, as far as the *Dämmevand* 2
Steamer to *Ulvik* (p. 130); walk or drive to *Eide* (p. 122) 1
Steamer to Bergen (R. 19) and stay at *Bergen* 2
Railway to *Vossevangen*; drive to *Stalheim* (R. 21) 1
Walk to *Gudvangen* (p. 151); steamer to *Balholm* (p. 146) and *Fjærland* (p. 148) 1
Walk by the *Jostedalsbræ* to *Jølster* (p. 161); row to *Skei* (p. 164); drive next afternoon to *Aamot* (p. 164) 2
Walk by the *Oldenskar* (p. 164) to the *Oldenvand*; steamer across the lake; walk or drive to *Olden* (p. 168) 1
Steamer or carriage to *Vinnes* (p. 168); drive to *Mindre Sunde*; steam-launch to *Hjelle* (p. 172) 1
Drive to *Skaare* (p. 173); walk by the *Grasdalsskar* to the *Djupvashytte* (p. 175); walk or drive to *Marok* (p. 178) 1
Steamer to *Hellesylt* (p. 177); drive to *Fibelstad-Haugen* (p. 179); walk to *Eie* (p. 180) 1
Steamer by *Aalesund* to Molde; *Molde* (p. 186) 1½
Excursion to the *Romsdal* (p. 189); walk across the hills to the *Eikisdal* (p. 191); visit the *Eikisdalsvand* (p. 193); walk to *Nøste* (p. 192) 3

	Days
Steamer to Molde. In the afternoon visit *Battenfjordseren* (p. 197); steamer viâ *Christianssund* to Trondhjem	2
[Or from Nøste by *Eidsvaag* to *Eidseren* (p. 197); Sundal steamer to *Christianssund;* steamer next day to Trondhjem	2]
Trondhjem (R. 29)	1
Return thence as indicated on p. xvi.	

VI. A Fortnight from Christiania.

Steamer to Christiania (p. 8). *Christiania*	3
Railway to *Fagernæs-Dokka* (p. 46); drive through the *Valders* (pp. 48-52) to *Lærdalseren* (p. 153)	4
Steamer to *Gudvangen* (R. 21); walk or drive to *Stalheim* (p. 143); drive to *Vossevangen* (p. 139); rail to Bergen (R. 20). *Bergen*	3
Steamer to *Odde* on the Hardanger Fjord (R. 19)	1
Drive by *Seljestad* to *Breifond Hotel* (p. 114) and *Næs* on Suldalsvand; steamer to *Osen;* drive to *Sand;* steamer to *Stavanger*	2
Steamer from Stavanger to England (p. xii)	2

VII. Seven Weeks in Sweden.

Steamer from England (p. xii) to *Gotenburg*	2
Gotenburg, and railway to *Trollhättan* (RR. 43, 44)	2
Steamer on *Lake Venern* to the *Kinnekulle* (R. 44); railway by *Falköping* to *Jönköping* (R. 46). *Jönköping*	3
Steamer on *Lake Vettern* to *Motala* and by the *Göta Canal* to Stockholm (R. 47)	2
Stockholm and Environs (RR. 50, 51)	4
Excursion to *Upsala*, *Falun*, and *Lake Siljan* (RR. 52, 56, 57)	5
Steamer from Stockholm to *Haparanda* (RR. 63, 68)	3
Steamer back to *Luleå;* railway to *Gellivara* (RR. 65, 67)	3
Rail back to *Murjek* (p. 401); drive by *Vuollerim* to *Jockmock* (R. 66).	1½
Row and walk to *Kvickjock* and back (R. 66)	4-6
Drive and steam from Jockmock to *Edefors* and *Hednoret* (p. 380); rail to *Vännäs* (p. 379) and *Umeå* (p. 385)	1
Steamer to *Hernösand* (R. 63 and p. 382)	1
Steamer up the *Ångerman-Elf* to *Solleftеå* (p. 384); railway to *Bispgården* (p. 378)	1
Steamer down the *Indals-Elf* to *Sundsvall* (R. 61)	1
Railway to *Östersund* (RR. 60, 59)	1
Railway (R. 59) to *Åre* (excursion to the *Åreskutan*) and *Duved* (excursion to the *Tännfors*), and back to Stockholm	4
Steamer to *Gotland* (*Wisby*) and back to *Kalmar* (p. 269); railway by *Vexiö* (p. 268) and *Lund* (p. 263) to *Malmö*	3

The Excursion Steamers already mentioned start from several British ports, from Antwerp, and from Hamburg, some of them visiting the chief W. Fjords only (12-15 days), others going to Trondhjem and back (about 15 days), others again plying as far as the North Cape, Iceland, and Spitzbergen (22-28 days). The fares, including food, range from about 10*l.* to 100*l.* As the arrangements vary from year to year the traveller should apply to one of the tourist-agents for the latest information.

IV. Conveyances. Walking Tours. Cycling Tours.

Time Tables for Norway appear in '*Norges Communicationer*' (pron. Commoonicashoóner; 30 ø., English and German edition, 50 ø.), and for Sweden in '*Sveriges Kommunikationer*' (15 ö.), both published weekly in summer. These are referred to in the Handbook as 'Com.' and 'Kom.' respectively. As, however, neither of these is very satisfactory travellers

in Norway should get *Beyer's Tourists' Time-Tables* (published fortnightly; 50 ø.) or *Bennett's* (p. 10), usually obtainable from the tourist-agents (p. xiii) in London. The 'Sommerruter' of the various fjord-steamboat lines may be had at Stavanger, Bergen, Aalesund, and Christianssund. Among other time-tables the *Reichs-Kursbuch* (Berlin) and the *Reiseliste for Kongeriget Danmark* (Copenhagen) are useful for travellers to or from Germany.

Observe that many of the summer time-tables, especially those of the fjord-steamers, hold good till the end of August only.

Steamboats (Dan.-Norw. *Dampskibe*, Sw. *Ångbåtar*). In order to meet the increasing demand, many excellent new steamers have recently been built, both in Norway and in Sweden, but the older boats are also as a rule well fitted up. The chief routes are indicated on the maps. The regular Norwegian coasting traffic is mainly in the hands of the *Bergenske* and the *Nordenfjeldske Dampskibs-Selskab*, which have a common time-table. The headquarters of the former are at Bergen, of the latter at Trondhjem. (Agents at Christiania and Newcastle, see p. xiii.) The smaller steamers plying on the Norwegian fjords are comfortable enough during the day, but their sleeping-berths are poor, and on market-days they are apt to be crowded. The same remark applies to the small coasting steamers on the Baltic and on the Swedish canals. It should be noted that the fjord-steamers are entitled to leave intermediate stations $^1/_2$ hr. before their advertised hour. Good Swedish and Danish steamers ply on the Baltic, serving all the chief Swedish, Danish, and German ports.

Most travellers will travel in the first cabin. Those who are to sleep on board should at once secure their berths *(kojen)* in a cabin (Norw. *lugar*, Swed. *hytt*, each with two or more berths) by personal application to the steward. Those who sleep on sofas in the dining-saloon have to leave them before 6 or 7 a.m. A separate ladies' cabin and a smoking-room are also provided. A passenger travelling with one other member of his family by the larger steamers in Norway pays half-fare only for the latter, but this reduction ('Moderation'; pron. 'moderashoon') does not apply to the cost of food. This privilege is becoming more and more restricted, but enquiry may be made by those who wish to claim it. In Sweden members of the Tourists' Union (p. xxiii) often obtain reductions *(rabatt)* on the ordinary fare. Return-tickets are usually valid for a month or more, but do not allow the journey to be broken. When tickets are taken on board the steamer (as at small stations) a small booking-fee is added to the ordinary tariff of 40 ø. per sea-mile. The captains and mates generally speak English. The traveller should look well after his luggage.

The food is generally good and abundant, but vegetables are scarce, and tinned meats, salt relishes, and cheese preponderate at breakfast and supper. The tariff in the Bergen and Nordenfjeld steamers is: Food per day, including service, 5 kr. 50 ø.; separately, breakfast 1 kr. 50 ø., dinner (at 2) 2 kr. 50 ø, supper (at 7.30) 1 kr. 50 ø.; attendance 80 ø. per day. On board the smaller vessels: breakfast

or supper $1^1/_2$, D. 2, attendance $^1/_2$ kr. Cup of tea or coffee with biscuit or rusk *(Kavringer;* Swed. *Skorpor)*, in the morning 30-35 *ø.*; small cup of coffee after dinner 20 *ø.*; beer 50-60 *ø.* per bottle, 25 *ø.* per half-bottle; claret $1^1/_4$ kr. per half-bottle. No spirits are procurable. The account should be paid daily, to prevent mistakes. The steward usually expects an additional fee. — On board the ferry-boats across the Great Belt, the Sound, etc., there is often a table with cold viands *(koldt Bord)*, from which the traveller may help himself ($1-1^1/_2$ kr.); small bottle of beer, 25 ö.

Railways (Dan.-Norw. *Jernbaner*, Sw. *Jernvägar;* station-master, *Stationsmestere* or *Stationsföreståndare*; guard, *Konduktör*). Long journeys should be undertaken by express only (*Hurtigtog* or *kurier-tåg, snälltåg*). The mixed trains *(blandede Tog, blandade Tåg)* are very slow. All the trains have smoking-carriages *(Røgekupé, rökkupé)* and ladies' compartments *(Damekupé, damkupé)*. The fast trains have sleeping-carriages *(Sovevogn, sofvagn)*, both first and second class, and dining-saloons *(Restaurationsvogn)*. The local and narrow-gauge lines, both in Norway and Sweden, have usually second and third class only.

The express fares in *Norway*, per kilometre, are 1st cl. 7.8 to 8.5, 2nd cl. 4.8 to 6, 3rd cl. 3 to 4 *ø.* (the lower rate being for long distances); ordinary 7-8, 4-5, $2^1/_2$-3 *ø.* (*i. e.* roughly $1^5/_8$, $1^1/_4$, or $^3/_4$ d., and $1^3/_4$, 1. or $^2/_3$ d. per Engl. M.). Return-tickets *(Tur- og Returbilletter)* at a fare and a half, valid for a month, allowing one break. Luggage up to 25 kilog. (55 lbs.) free; overweight 3 *ø.* per kilog. for 100 kilog.; for longer distances, 1 *ø.* per kilog. for each 100 kilom.

In *Sweden* the tariff is reckoned by 'zones' of 8-10 kilom. each (50, 30, or 20 ö. per zone; express extra). Luggage up to 25 kilog. free. Sleeping-berth, 1st cl. 10, 2nd 5 kr., irrespective of distance. See also tables on p. 6 of the Kommunikationer. If the passenger's destination can only be reached after midnight, he may break his journey from 8 p. m. to 9 a. m.

There are good RAILWAY RESTAURANTS at the larger stations only. Passengers help themselves, there being little or no attendance, and pay on entering or on leaving: breakfast or supper $1^1/_4$-$1^1/_2$, dinner $1^1/_2$-$2^1/_2$ kr.; cup of coffee or half-bottle of beer 25 *ø.* (frequently included in the charge for dinner); sandwiches 25-50 *ø.*; spirits not obtainable. Many trains stop for 15-20 min. at certain stations for meals.

Posting (Norw. *Skyds*, Sw. *skjuts;* pron. shöss or shüss). Sweden is so well provided with railways and steamboats that travelling by road is rare except in the Norrland, but in Norway there are vast tracts of country accessible only by driving. The new government roads are excellent, and the older are being improved; but some are very rough, with many sudden ups and downs.

The *Skydsstationer* (pron. stashoóner; which are mostly inns also) are farm-houses whose proprietors are bound to supply horses when required, but posting is undertaken by numerous inns or private stations also. Fares are reckoned by Kilomètres (comp. p. ii), but on some routes (as on very hilly roads) more than the actual distance is charged for. (This is indicated in the postmaster's book

by the words 'pays for'.) For distances under 5 kilom. the full 5 kilom. must be paid for. At every station is kept a *Dagebog* or *Skydsbog* (Swed. *dagbok*), in which the fares to the next stations and various regulations are entered. Travellers who have to make an early start should arrange with the landlord or boots over-night, but it is often difficult to get breakfast before 8 a. m. The telephone will be found useful for giving orders in advance.

Those 'stations' where the *Stations-Holder* or *Skyds-Skaffer* is bound to have horses always in readiness are called *Faste Stationer* ('fixed stations', where a fixed number of horses are available). Others in remote districts are the *Tilsigelse-Stationer* (from *tilsige*, 'to tell to', 'send to'), where horses can only be had on giving previous notice. The *Forbud* ('previous message') should be sent in ample time.

The national vehicles supplied at the skyds-stations are the *Stolkjærre* (a light cart with seats for two persons), and the lighter and swifter *Kariol* (gig for one person), now becoming rare. The stolkjærre generally has an extra seat for the driver (*Skydsgut*, or simply *Gut*, often a mere child); otherwise he takes his seat on the luggage which is strapped or roped at the back of the vehicle. Be it noted in passing that small boxes or portmanteaus only can be conveyed. Bulky or heavy luggage requires additional vehicles. If the traveller takes the reins *(Tømmer)* himself, he will be responsible for accident; as the reins and harness are often very primitive, it is safer to let the 'Gut' drive from behind. The driver's fee is usually reckoned at $1^1/_2$ ø. per kilometre for each person. If he is told that the traveller wishes to continue his journey without delay *('jeg vil strax reise videre')* he will see that the next vehicle is got ready at once. The stable-boys at the stations do not expect a fee.

As a rule 8-9 Kil. (5-$5^1/_2$ Engl. M.), or less in hilly districts, may be covered in an hour, and 70-80 Kil. (40-50 Engl. M.) may be done in a day, but journeys of such length are fatiguing. On some of the steeper hills the passenger is bound by the police regulations to get out and walk. The processions of vehicles that often converge to the favourite resorts towards evening should be avoided on account of the dust. For a similar reason it is 'bad form' for one carriage to overtake another, unless there is a great difference of pace. The horses, or rather ponies, are often overdriven by foreigners. As the average charge of 3*d*. per Engl. mile does not adequately pay the peasants who have to supply the horses, it is unfair on this account also to overdrive them. We often read in the skyds stations, '*Vær god mod hesten*' (*i.e.* be good to the horse), and those who obey this injunction will be more cheerfully served. In every case the traveller in Norway will find that consideration and civility pay better than a dictatorial manner.

Posting Tariff in Norway.

Vehicles			Boats			
	One person ('enkelt Skyds') Kariol or Stolkjærre	Two persons ('balvanden Skyds') Stolkjærre	Irrespective of number of passengers			
				Two rowers with sail	Three rowers with sail	Four rowers with sail
Kil.	Kr. ø.	Kr. ø.	Kil.	Kr. ø.	Kr. ø.	Kr. ø.
1	0.17	0.26	1	0.28	0.40	0.56
2	0.34	0.51	2	0.56	0.80	1.12
3	0.51	0.77	3	0.84	1.20	1.68
4	0.68	1.02	4	1.12	1.60	2.24
5	0.85	1.28	5	1.40	2.00	2.80
6	1.02	1.53	6	1.68	2.40	3.36
7	1.19	1.79	7	1.96	2.80	3.92
8	1.36	2.04	8	2.24	3.20	4.48
9	1.53	2.30	9	2.52	3.60	5.04
10	1.70	2.55	10	2.80	4.00	5.60
11	1.87	2.81	11	3.08	4.40	6.16
12	2.04	3.06	12	3.36	4.80	6.72
13	2.21	3.32	13	3.64	5.20	7.28
14	2.38	3.57	14	3.92	5.60	7.84
15	2.55	3.83	15	4.20	6.00	8.40
16	2.72	4.08	16	4.48	6.40	8.96
17	2.89	4.34	17	4.76	6.80	9.52
18	3.06	4.59	18	5.04	7.20	10.08
19	3.23	4.85	19	5.32	7.60	10.64
20	3.40	5.10	20	5.60	8.00	11.20
21	3.57	5.36	21	5.88	8.40	11.76
22	3.74	5.61	22	6.16	8.80	12.32
23	3.91	5.87	23	6.44	9.20	12.88
24	4.08	6.12	24	6.72	9.60	13.44
25	4.25	6.38	25	7.00	10.00	14.00

This tariff applies to the Faste Stationer ('fixed stations'), familiarly called 'fast' by English travellers, in contrast to the *Tilsigelse-Stationer* mentioned above, which are notoriously 'slow'. The tariff for the latter, which are only to be met with on the less frequented routes, is about one-fourth lower.

On the great routes through Telemarken (R. 5), Valders (R. 8), and the Gudbrandsdal (R. 10), and between the Nordfjord and the Geiranger Fjord (R. 20) it is a good plan to hire a carriage *(Kaleschvogn* or *Landau)*, or even a *Stolkjærre*, and horses for the whole route, in order to avoid delays at the stations. The tariff for a carriage and pair is 30-40 kr. a day, according to the number of passengers. The drivers are to be met with at the principal railway and steamboat-stations. In the slack season better terms may be made. In this case there is no restriction as to luggage, and it is an advantage not to be obliged to shift luggage at every station. The

horses usually rest for $^1/_2$ hr. every two hours, and make a midday halt of 2 hrs. The maximum journey allowed with the same horses is 75 Kil. per day.

Rowing Boats. For *Baadskyds* or *Vandskyds* the regulations are similar. Those who have a guide with them may employ him as a rower. Each rower *(Rörskarl)* generally rows or 'sculls' with two oars. A boat with two rowers is therefore called a *Færing*, or four-oared boat, one with three rowers a *Sexring*, with four rowers an *Ottering*. For short distances a Færing suffices. As the fares are low the gratuity should be liberal.

Walking Tours. Neither Norway nor Sweden is suitable for long walks, as the distances are too great, and the attractions too far apart, except among the mountains of Norway and in some parts of the Swedish Norrland. Besides the passes over the mountains to the W. coast from the Sætersdal (p. 5) and Hallingdal (p. 42), and the grand excursions and ascents in Jotunheim (R. 9) and Søndmøre (pp. 180, 181), we may mention the passes connecting the heads of different fjords (comp. pp. xvi, xvii, 120, 121, 128, 130, 149, 155-159, 164, 172, 173, 177, 179, 182, 189, 194, etc.). Several fine walks may also be taken in the Norrland (RR. 30, 33). The footpaths are, however, far inferior to those among the Alps. On very hilly roads, where walking is quicker than driving, a Stolkjærre may be hired for luggage only ('enkelt Skyds', see p. xx).

Cycling. Norway and Sweden, and Denmark possess good roads for cycling. The newer roads are generally excellent and dry up quickly. In W. Norway, however, they are often very hilly, demanding great caution and strong, reliable brakes. One of the finest routes is from Christiania through Telemarken (RR. 3, 6) to the western fjords, and back, starting from Marok on the Geiranger Fjord (p. 177), through the Gudbrandsdal. Motor and other cyles are admitted to Norway and Sweden duty-free, provided a declaration be made that they are for travelling purposes only. Several of the best routes in Norway, Sweden, and Denmark are described in the 'Continental Road Book' of the C. T. C. Good cycling maps are published by the 'Norsk Hjulturist-Forening', whose headquarters are at Christiania.

V. Luggage. Equipment. Tourist Clubs.

Luggage. Travellers by cariole or stolkjærre should not take more than 30-40 lbs., packed in a small and strong box, to which may be added a leather travelling-bag and a wallet or game-pouch *(Skreppe* or *Randsel)* for walking excursions. A soft portmanteau is unsuitable, as the 'Skydsgut' usually sits on the luggage strapped on behind. Suitable trunks are sold at Christiania, Bergen, and

elsewhere. A supply of stout cord and straps will be useful, and a strong umbrella is indispensable. Note also that even the larger carriages are not adapted for carrying large and heavy boxes.

Equipment. Things not absolutely needed should be eschewed. Tolerable food may be had almost everywhere, but a supply of tea and essence of coffee may usefully be carried. Spirits are not sold at the inns, but good cognac may be bought in the larger towns for 4-5 kr. per bottle. A field-glass *(Kikkert)*, a pocket-corkscrew, and a small clothes-brush will be found desirable. As to clothing, two strong but light tweed suits, a change of warm underclothing, a pair of light shoes for steamboat and cariole use, and a pair of strong Alpine boots for mountaineering should suffice. Add a long ulster, a light waterproof, and a couple of square yards of stout waterproof material as a wrapper for coats and rugs, or for covering the knees in wet weather, as the aprons *(Skvættlæder)* of the carioles are often damaged. Visitors to Lapland and the Swedish Norrland should further be provided with veils to keep off the gnats. Ladies travelling in Norway should also dress as simply, strongly, and comfortably as possible, eschewing ornament. For the rougher mountain tours they should take stout gaiters or leggings.

Further Hints. A few safety-pins may be useful in keeping scanty sheets from parting company with the blankets or shrinking into a wisp. — For mountaineering it is most important to have very strong boots, waterproof if possible, and high in the ankle, as bogs and water-courses often have to be crossed. To the above equipment may be added a pocket-compass, blue spectacles, sewing-materials, a few buttons, arnica, glycerine, court-plaster, and a candle or two. A strong alpstock is also desirable. In the Swedish Norrland a veil for protection against the gnats, oil *(Myggolja)* to apply to their bites, and carbolic soap are essential. For tours beyond the limits of the Handbook travellers require a tent, 'bandsko', sleeping-sacks, etc., as to which the Tourists' Union at Stockholm may be consulted (pp. 307, 391).

Tourist Clubs. The *Norske Turistforening*, founded in 1866, builds refuge-huts, improves paths, appoints guides, etc. In 1908 it had over 2300 members, including about 400 foreigners, mostly British. The subscription is 4 kr. per annum (life-membership 50 kr.), for which the subscriber receives the annual Transactions *(Aarbog)*. The club-button *(Klubknap)*, a useful distinctive badge, costs $1\frac{1}{2}$ kr. more. Besides many local tourists' club there is also a *Norwegian Club* in London (112 Strand), which has a good library and publishes a year-book.

The *Svenska Turistförening* (Stockholm, p. 307), a similar club, founded in 1884, numbers over 36,000 members. The annual subscription for foreigners is 4 kr., which entitles the member to a copy of the '*Årsskrift*'. The club-button costs $1\frac{3}{4}$ kr. The club has representatives *(Ombud)* everywhere, who courteously assist and advise both members and strangers. On application a circular is sent from the club's offices at Stockholm, containing much useful information, especially as to the Swedish Norrland.

VI. Hotels.

The hotels in Norway and Sweden have greatly improved of late years. Many in Norway are entitled to rank as first-class, though inferior to the newer houses in Sweden. Except in the principal towns, the Norwegian hotels are built of wood, many of them being good examples of the national timber architecture, but they are apt to be noisy. The quietest rooms are on the upper floors. In view of their inflammable materials they are well provided with fire-escapes and exits. The usual charges at the first-class hotels are: R. 2-3, B. $1^1/_2$, D. $2^1/_4$-3 (generally including a cup of coffee), S. $1^1/_2$ kr.; at the second-class houses: R. 1-$1^1/_2$ kr., B. 1-$1^1/_4$, D. $1^1/_2$, S. 1-$1^1/_4$ kr.; tea or coffee with bread and butter 50-70 ø. In the large towns the charges are a little higher, in the country lower, and still cheaper are the rustic 'stations' *(Skydsstationer)*. At these the bedrooms, though plain, are clean, and the fare is homely. Attendance is not usually charged; a fee of 40-50 ø. from each person (*Drikkepenge*) to the servant or *Opvartningspige* (addressed as *Frøken*) suffices. The manners of the innkeepers are quiet and reserved, but there is no lack of real politeness.

In Sweden there are excellent first-class hotels in Stockholm, Gotenburg, and at many of the smaller towns, where international comfort is combined with national characteristics; but the older houses often leave much to be desired. The charge for a room at the first-class hotels is $2^1/_2$-5 kr. or more, at the smaller from $1^1/_2$ kr. upwards. The usual gratuities *(drickes-penningar)* are 50 ö. per day to the servant or *Städerskan* (addressed as *Fröken*) and as much to the *Börstären* or boots. The country inn and posting-station, corresponding to the Norwegian Skydsstation, is called a *gästgifvaregård* (*gästis*, for short).

In Denmark good hotels are rare outside the larger towns and bathing-resorts. The usual charges are: R. from $2^1/_2$, B. 1, D. 2-3 kr.

Tables-d'hôte are almost unknown in Sweden. The *Smörgåsbord* or *Bränvinsbord*, a side-table where various relishes, bread-and-butter, and liqueurs are served as stimulants to the appetite, is peculiar to Sweden, and should be patronized sparingly. The charge for it varies from 40 to 75 öre. In the evening, from 7 to 10, small portions of meat, etc., known as *Sexor* (six o'clock meal) are served to those who wish a light supper (from 75 ö.).

In Norway tables-d'hôte are the rule, and it is sometimes difficult to get anything to eat between the fixed hours except tea and bread-and-butter or biscuits. The tinned meats ('Hermetiske Sager'), salted anchovies, cheese, etc., which form the staple of breakfast and supper, should be avoided as far as possible. Note also that margarine sometimes does duty for butter.

The waiter (Norw. *Opvarter;* Swed. *kypare, vaktmästare, garçon, markör*) usually receives a fee of 10 ø. or more for each meal.

The following dishes are among the commonest in the bills of fare (Dan.-Norw. *Spiseseddl*, Swed. *Matseddel*): —

Dan.-Norw.	English.	Swedish.
Suppe	Soup	*Soppa*
Kjødsuppe	Broth	*Buljong*
Kjød	Meat	*Kött*
kogt	boiled	*kokt*
stegt	roasted	*stekt*
Oxekjød	Beef	*Oxkött*
Kalvesteg	Roast veal	*Kalfstek*
Koteletter	Cutlets	*Kotletter*
Faaresteg / *Bedesteg*	Roast mutton	*Fårstek*
Flesk	Pork	*Fläsk*
Raadyrsteg	Roast venison	*Rådjurstek*
Rensdyrsteg	Roast reindeer	*Renstek*
Fjærkræ	Poultry	*Fjäderfä*
And	Duck	*And*
Gaas	Goose	*Gås*
Fisk	Fish	*Fisk*

Dan.-Norw.	English.	Swedish.
Aal	Eel	*Ål*
Gjedde	Pike	*Gädda*
Ørreter	Trout	*Foreller*
Torsk	Cod	*Torsk*
Sild	Herring	*Sill*
Grønsager	Vegetables	*Grönsaker*
Bønner	Beans	*Bönor*
Ærter	Peas	*Ärter*
Poteter / *Kartofler*	Potatoes	*Potatis*, *Potäter*
Æg	Eggs	*Ägg*
Pandekager	Pancakes	*Pankakor*
Ost	Cheese	*Ost*
Smør	Butter	*Smör*
Kager	Cakes	*Kakor*
Rødvin	Red wine	*Rödvin*
Hvidvin	White wine	*Hvidtvin*
Øl (short)	Beer	*Öl*, *bier*
Brus	Lemonade	*Brus*.

Two favourite dishes in Norway and Denmark are *Jordbær* and *Rødgrød*, both *med Fløde*, that is strawberries and cream, and fruit-jelly with cream.

Beer is the chief Scandinavian beverage (Norw. *halv Flaske*, Swed. *half butelj*, 20-25 ø.), but good claret and other wines are to be had at the larger inns and on board the steamers. Spirits are never sold at the hotels or in the steamers, but may be purchased at the shops in the towns. Drunkenness, which used to be a national vice, has been greatly diminished by the recent liquor-laws, the principles of which are indicated at p. 278.

The '*Sanatoria*', answering to the British hydropathics or the American 'summer-boarding-houses', are well spoken of for a prolonged stay, but are little frequented by foreigners. There are many both in Norway and Sweden.

Cafés are rare in Norway, but abound in the larger Swedish towns. One of their specialties is Swedish punch, a mixture of rum or arrak with lemon-juice and sugar, drunk as a liqueur (25-40 ö. per glass). With ice in summer it is palatable, but not very wholesome. Beer on draught can be had in the large towns only. Cafés and restaurants are closed on Sundays from 8 to 12, and in the smaller towns sometimes entirely. — At most of the Swedish restaurants and cafés visitors deposit their hats, overcoats, and umbrellas in a room provided for the purpose. The attendants (fee 10 ö.) are wonderfully quick in recognising visitors and in restoring their belongings.

VII. Sport.

Fishing. Excellent salmon-fishing is obtainable, but only at high rents, averaging 1500 kr. for the season (1st May to 30th Sept.), and the best rivers are let on long leases, chiefly to wealthy Englishmen. Good trout-fishing, however, may be had by those who are

prepared for some hardships. Many rivers are now leased by hotel-keepers for the benefit of their guests. Amongst these are the *Loen-Elv*, belonging to the Hôtel Alexandra at Loen (p. 168), the *Rauma*, in the Romsdal (p. 189), and the *Fortun-Elv*, near Skjolden (p. 156). Trout-fishing may also be enjoyed at *Aaseral* (p. 107), *Byglandi* (p. 4), *Dalen* (p. 35), *Botten* (p. 37), *Fagernæs* (p. 46), *Fosheim* (p. 48), *Sande*, *Førde*, *Nedre Vasenden*, *Egge* (pp. 162-164), *Sandene* (p. 167), *Polfossen* (p. 87), *Sørum* (p. 85), *Mølmen* (p. 89), etc. Any tourist may fish in the streams of the *Jotunheim* (p. 53). The fish caught must be handed over to the landlords.

Good **Shooting** is obtainable in the vast hill and forest regions of Scandinavia. In *Sweden* the shootings are private property, except in the wilds of the Norrland, where the shooting is partly free. In *Norway*, besides the private shootings, there are others, both 'matriculated' and 'unmatriculated', belonging to the state, for which an official licence may be obtained. The licence costs 100 kr., in addition to which a permit to shoot in an 'unmatriculated' district costs from 2 to 20 kr. Reindeer are still to be met with among the mountains enclosing the Hallingdal, on the Hardanger Vidda, near the Romsdal, near Røros, in Lapland, or, still better, in Spitzbergen; and wild-fowl abound in many parts of Norway, particularly in the trackless forests of Østerdalen, in the Östra and Vestra Dal in Dalarne, around the Storsjö in Jemtland, and in Lapland; but in every case the sportsman has serious difficulties to contend with, and particularly that of obtaining tolerable quarters.

The Close Seasons for game are nearly the same in both countries. For the present reindeer-shooting *(Rensdyr)* is prohibited. Note that beavers *(Bæver)*, red-deer *(Raadyr)*, swans, pheasants, and one-year old elks and stags must not be shot at all. Elks *(Elg)* may be shot from 10th to 30th Sept.; deer *(Hjort)* from 15th Aug. to 30th Sept.; if without horns, from 15th to 30th Sept. only; and in these cases one head only may be shot in each shooting region. Hares *(Hare)*, hen-capercailzie *(Rei)*, black-game (hen, *Urhøne*), and hazel-grouse *(Hjerpe)* from 25th Aug. to 14th March; capercailzie (cock, *Tjur*) and black-game (cock, *Urhane*) also from 15th to 30th May; ptarmigan *(Rype)* and wood-snipe *(Rugde)* from 25th Aug. to 31st May; partridge *(Rophens)* from 1st to 14th Oct.; eider-goose *(Ederfugl)* from 15th Oct. to 14th March; other wild fowl from 15th Aug. to 14th March; birds of prey, all the year round. — The importation of dogs is forbidden.

Comp. 'Norwegian Anglings and Sportings', issued periodically by *Messrs. J. A. Lumley & Co.*, Lumley House, 34 St. James's St., London.

Skating and Ski-ing (*i.e.* snow-shoeing in the native manner) may be enjoyed at Christiania, Voss, and many other places in Norway between the end of December and the beginning of March.

VIII. Maps. Books.

Maps. The best map of Norway is the new Ordnance Map on a scale of 1 : 100,000, called the *Topografisk Kart over Kongeriget Norge*, to be completed in over 300 sheets, of which about 190 have been published. The published sheets embrace the regions around Christiania, along the E. frontier, and northwards from the pro-

vince of Trondhjem, including the Lofoten Islands and the far North. Less satisfactory is the *Generalkart over det sydlige Norge*, on a scale of 1 : 400,000, to be completed in 18 sheets (60 ø. per sheet). There is also the *Kart over Finmarkens Amt*, on a scale of 1 : 500,000 (1907; price 1 kr.). Failing these, one must fall back upon the older and now partly obsolete District Maps (*Amtskart*; 1 : 200,000; 1 kr. per sheet). — The most convenient map for the ordinary traveller is that of *Col. Nissen* (Christiania. 1905): Kart over det Sydlige Norge, on a scale of 1 : 600,000, in four sheets (three at 2½, one at 1½ kr.), and Kart over det nordlige Norge in one sheet (1 : 1,000,000, with inset map of the Lofoten Islands. 1 : 400,000; price 2½ kr.). Besides these there are many general maps on scales of 1 : 500,000, of 1 : 800,000, etc.

Of Sweden there is an excellent new Ordnance Map, called the *Topografiska Corpsens Karta öfver Sverige* (water coloured blue), on a scale of 1 : 100,000. In 1908 there had appeared about 90 sheets, chiefly of S. Sweden (copper-plate 1-2 kr. per sheet, print 50 ö.). — Another good map is the *Generalkarta öfver Sverige* (1 : 1,000,000), in three sheets. For N. Sweden may be mentioned the *Karta öfver Norra Sverige* (1 : 200,000; about 60 sheets of which have appeared). The sections of this map specially useful to tourists have been published in a separate cover (3 kr.), by *Dr. Fred. Svenonius*, author of a guide to N. Sweden.

Books. Among useful and interesting books on Norway and Sweden may be mentioned: —

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Mrs. Aubrey Le Blond, Mountaineering in the Land of the Midnight Sun; London, 1908.
Bain, K. Nisbet, Scandinavia (political history from 1513 to 1900), London, 1905.
Baker, Mrs. Woods, Pictures of Swedish Life; London, 1895.
Bruce, C. Loring, The Norse Folk, etc.; New York, 1857.
Bradshaw, J., Norway, its Fjords, Fjelds, and Fosses; Lond., 1896.
Bröchner, Jessie, Danish Life in Town and Country; London, 1903.
Bumpus, T. F., The Cathedrals and Churches of Norway, Sweden, and Denmark; London, 1908.
Burton, Gen. E. F., Trouting in Norway; Lond., 1897 (for anglers).
Chapman, A., Wild Norway; London (1897 for the sportsman and naturalist).
Comparetti, Domenico, The Traditional Poetry of the Finns (Engl. trans. by *Isabella M. Anderton*; London, 1899).
Conway, Sir Martin, No man's land. A history of Spitzbergen. Cambridge, 1906.
Du Chaillu, P. B., Land of the Midnight Sun, 2 vols., 1881.
Fischer, Th. A., Scots in Sweden; Edin., 1907.
Forbes, J. D., Norway and its Glaciers; Edin., 1853.
Godwin, Mary, Letters from Norway, 1796.

Goodman, E. J., Best Tour in Norway; London, new edition, 1903.
Hyne, Cutcliffe, Through Arctic Lapland; London, 1898.
Jungmann, N. and *B.*, Norway; London, 1905.
Keary, C. F., Norway and the Norwegians; London, 1892.
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"*Old Bushman*", Ten Years in Sweden; London, 1865.
Oppenheim, E. C., New Climbs in Norway; London, 1899 (Sondmøre district).
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Sandeman, Fraser, Angling Travels in Norway; London, 1895.
Schübeler, Viridarium Norvegianum (good account of the flora).
Slingsby, Wm. Cecil (p. 79), Norway, the Northern Playground; Edin. 1904 (for mountaineers).
Stone, O. M., Norway in June; London, 1889.
Sundbärg, G., Sweden, its People and its Industry; Stockholm, 1904.
Tanner, G. F., An Unconventional Tour in Norway; London, 1907.
Taylor, Bayard, Northern Travel; London, 1857.
Thomas, W. W., Sweden and the Swedes; London, 1892.
'Three in Norway', by Two of Them; London, 1887.
Tweedie, Mrs. A., Winter Jaunt to Norway.
Vicary, J. F., An American in Norway; London, 1885.
Vincent, Norsk, Lapp, and Finn; 1881.
Willson, Rev. Thomas B., History of the Church and State in Norway; London, 1903.
—, Norway at Home; London, 1908.
Wood, C. W., Round about Norway; London, 1882.
—, Under Northern Skies; London, 1886.
—, Norwegian By-Ways; London, 1903.
Wyllie, M. A., Norway and its Fjords; London, 1907.

Works on Lapland, see p. 231; on Iceland, see p. 245; on Spitzbergen, see p. 257. Besides the above there are many Nowegian, Swedish, German, and other books treating of the great Scandinavian peninsula.

IX. Names and their Meanings.

The spelling and pronunciation of Scandinavian names is very variable. In Sweden the modified *a* and *o* are written *ä* and *ö*, in Norway usually *æ* and *ø*, while *ä* and *ö* also occur, the latter sometimes indicating the short sound of the letter. Again in Norway *aa* (or *å*), *au*, *ou*, and *o* are frequently interchanged, as in *Laag (Låg)*, *Laug*, *Loug*, or *Log*, 'river', and *Haug* or *Houg*, 'hill'. The vowels *ø*, *u*, *ei*, *øi*, and *e* are also frequently interchanged, their pronunciation remaining nearly identical, so that the same word may assume such various forms as *Synjereim*, *Sønnerheim*, or *Sønnerum*, *Bredheim* or *Breum*, *Marok*, *Mæraak*, or *Merok*, *Eidfjord* or *Øifjord*. The letter *d* combined with other consonants or at the end of a word is usually mute, and therefore often omitted (as *Meheia* for *Medheia*, *Haukeli*

for *Haukelid*, *Grotli* for *Grotlid*, etc.). Lastly, *g* and *k*, when hard, are often used indifferently, as *Agershus* or *Akershus*, *Egersund* or *Ekersund*, *Vig* or *Vik*. The article *en* or *et* (see grammar in the appendix) is often added in common speech to names which appear in the map without it (*Krogkleven*, *Krogklev*, etc.). In Danish or Norwegian the letter *w* does not occur, but in Swedish *v* and *w* are constantly interchanged.

In both countries one is often struck by the primitiveness of the names, signifying merely 'hill', 'sand', 'creek', 'promontory', 'lake', 'end of the lake', 'river'. In order to distinguish them the name of the parish or district is often added, as Vik i Eidfjord, Næs i Romsdal. Farm-houses are usually named after their owners, or the converse. Many places have two or more names, one applying to the church, another to the chief 'gaard', a third to the posting-station. The following is a list of common Norwegian words (*æ* and *ø* being placed last in the alphabet): —

Aak, *Ok*, from *Aaker* or *Ager*, field.
Aar, from *Aa*, river.
Aas, ridge.
Aur, see *Øre*.
Bakke, hill.
Band, a long pass.
Bræ, glacier.
Bu, *Bø*, 'Gaard', farm-house.
By, town, village.
Bygd, parish, hamlet.
Dal, valley.
Egg, corner, edge, ridge.
Eid or *Eide*, isthmus, neck of land.
Elv, river.
Fjære, ebb-tide, beach exposed at ebb-tide.
Fjeld, mountain.
Fjord, bay, arm of the sea.
Fos, *Fors*, waterfall.
Gaard, farm-house (Engl. 'yard').
Gald, rocky slope.
Grænd, group of chalets.
Haug, *Houg*, hill.
Hei, *Heia*, barren height.
Helle, slab, rock, cliff.
Hyl, *Høl*, hollow, basin.
Jökul, glacier.
Juv, gorge, precipice.
Kile, bay.
Kirke, church.
Klev, cliff.
Kolle, hill.
Kvam, *Qvam*, ravine.
Laag, *Log*, *Laug*, *Loug*, river.
Lund, grove, thicket.
Lykke, hamlet, garden.
Mark, field.
Mo, *Mog*, plain, dale.
Mork, *Mørk*, forest; also a 'mountain-tract'.
Næs, nose, promontory.
Nut, mountain-top, peak.
Odde, tongue of land, promontory.
Os, *Øs*, mouth, estuary.
Plads, hamlet, clearing.
Præstegaard, parsonage.
Sjø, *Sø*, lake.
Skjær, cliff, rocky islet.
Stabbur, storehouse.
Støl, *Stul*, see 'Sæter'.
Stue, wooden house, sæter, hut.
Sund, strait, ferry.
Sæter, 'chalet', mountain farm, cowherds' hut.
Tind, peak.
Tjærn, *Tjern*, or *Kjærn*, mountain-lake, 'tarn'.
Tuft, *Tomt*, site, plot of ground (Eng. and Scot. provincial 'toft', 'toom').
Tun, an enclosure ('town').
Tveit, clearing ('thwaite').
Ur, loose stones, débris.
Vaag, bay, harbour.
Vand, *Vatn*, water, lake.
Vang, meadow, pasture.
Vas, contracted genitive of 'Vand'.
Vig, *Vik*, creek.
Yel, sandy slope.
Ø, island.
Øe, *Øy*, peninsula, tongue of land.
Øre, *Øyr*, alluvial or gravelly soil, foreland.

Note also in the Swedish Norrland and the Norwegian Finmark the Lapp words: *jaur*, *javre*, lake; *jock*, *jocki*, river; *jockmock*, river-bend; *suolo*, island; *varre*, *vara*, hill, mountain; *tjock*, peak; *træsk*, lake, swamp, etc.

X. On the Physical Geography of Scandinavia.

Scandinavia, the largest peninsula in Europe, embracing Norway on the W. and N., Sweden on the E. and S., and part of Russia to the N.E., is about 296,500 Engl. sq. M. in area. It extends from S.S.W. to N.N.E. between 57° 57′ and 71° 11′ N. latitude, being 1100 Engl. M. in length. Between the Gulf of Bothnia and the N.W. coast its breadth is about 260 Engl. M., and towards the S. gradually increases, though at the deep indentation of the Trondhjem Fjord it narrows to 160 M. Farther S., in latitude 60° (that of Christiania and Upsala), the width increases to 435 M., beyond which Norway forms a rounded peninsula ending in Cape Lindesnæs (58° 59′), while the S. part of Sweden forms another peninsula to the S.E. of the Christiania Fjord, gradually narrowing, and terminating in the promontory of Falsterbo (55° 20′) near Copenhagen. The coast-line, disregarding countless indentations, is 2060 M. in length, the part between Cape Lindesnæs and Vadsø alone measuring 1250 M.

The peninsula contains no distinct mountain-ranges like those in other countries, but mainly consists in its W. part of a vast plateau, descending abruptly to the western fjords and sloping gradually down to the plains of Sweden and the Gulf of Bothnia on the E. side. Roughly speaking, a line drawn parallel with the W. coast, about 50-60 Engl. M. inland, marks the boundary of the table-land, the W. margin of which is deeply indented with bays and creeks, and fringed with countless rocky islands. The latter are known as *Skjær* (Sw. *skär*), and the island-belt as the *Skjærgaard (skärgård)*. To different parts of the great plateau are applied the names of *Fjeld* ('fell'), *Heidar* ('heights'), and *Vidder* ('widths', barren expanses), and in the N. part of the peninsula *Kjøler* ('mountain ranges'), and from it rise at intervals rounded or pointed peaks of considerable height.

The **Mountains** are mainly composed of primary rocks, retaining nearly the same form as when originally solidified, and being rarely overlaid with later formations, they possess the charm of the most hoar antiquity. These rocks consist of granite, gneiss, mica, hornblende, slate, quarzite, clay-slate, limestone, and dolomite, disposed in strata, corresponding with which are occasional well-defined layers of later slate-formations and particularly of limestone. At places, notably in the *Romsdal*, or Valley of the Rauma, the gneiss, the oldest of these rocks, towers in most imposing pinnacles, 5000-6000 ft. in height, unencumbered by later formations. That valley runs S. E. from the Moldefjord, intersecting the pure gneiss rock, which rises on each side in almost sheer cliffs, 2000-3000 ft. high, and is afterwards prolonged by the Gudbrandsdal descending to Lake Mjøsen. In grandeur of

rock-scenery, and in the purity of its formation, this superb valley is second to none in Europe.

About the year 1840 rocks of the **Silurian Formation** were discovered near the *Christiania Fjord*, and other deposits of that period have since been found in *Skåne*, *Vester-Götland*, the island of *Gotland*, *Herjeådalen*, and *Jemtland* in Sweden, and also on the banks of *Lake Mjøsen* and in *Trondhjems Stift* in Norway, but nowhere of great extent. The largest Silurian basin in the peninsula is that of the *Storsjö* in Jemtland, a lake of 2570 Engl. sq. M. in area.

One of the most instructive sections of the country is formed by the route from Sundsvall in Sweden to Östersund on the Storsjö and Trondhjem in Norway. The primitive crystalline rocks of Jemtland are first replaced by limestone, extending to the E. bank of the lake, where the Silurian formations begin. These stretch westwards to the great mountain-backbone of Sweden and Norway. On this route rises *Åreskutan*, the highest mountain in Sweden (p. 374), part of the base of which on the E. and W. sides is Silurian, while the primary quartzite, hornblende, mica-slate, and gneiss protrude through it all the way to the top. From this vantage-ground we obtain an excellent idea of the character of the Scandinavian mountains. Many of the hills, rounded and worn by glacier-action, are almost bare, or clothed only with lichens (*Cetraria cucullata nivalis*, *Cronicularia ochroleuca*, etc.), presenting a most sombre and dreary appearance. The slopes of the intervening basins are often well wooded, but the lower plateaux are mainly lake and marsh.

Coal occurs here and there in the peninsula. The coal-measures of Helsingborg at the S. end of the peninsula are of considerable extent. On the island of *Andø*, in the Vesteraalen group, in latitude 69°, a bed of coal was also recently discovered at the mouth of the Ramsaa, the organic remains in which prove that the island must have been violently convulsed about the period when the coal was formed. Under the sea extends a thick seam of coal, above which lie strata of sandstone, clay-slate, and later coal, extending into the island. The island must therefore have once been larger than now, and thickly clothed with vegetation, after which it would seem to have been submerged and then upheaved anew.

The configuration of the mainland must at one time have differed greatly from its present form. That it was once higher above the sea than now is proved by the nature of the coast with its water and ice-worn fjords, straits, and isthmuses *(Eide)*. On the other hand the sea within recent centuries has receded at places. This was first observed by *Celsius* (d. 1744) and *Linnæus* (d. 1778), who caused marks to be made on the rocks at Kalmar and Gefle with a view to measure the fall of the sea, by the German naturalist *Hell* at Vardø in 1769, and by *L. von Buch*, the geologist, in

1807. Throughout a vast tract, extending from Spitzbergen to about latitude 62°, the whole country appears to be gradually rising, or the sea to be receding. In the *Altenfjord*, near Hammerfest, there are ancient coast-lines 620 ft. above the present sea-level, and others decreasing in height extend all the way to Trondhjem and still farther S., while at *Trondhjem* itself it is on record that the coast has risen 20 ft. within 1000 years. At *Torneå*, at the head of the Gulf of Bothnia, the ground is even said to have risen 5 ft. in a century; in the *Åland Islands*, farther S., a rise of 3 ft. within the same time has been observed; while at *Karlskrona* no change of level has been detected. To the S. of Karlskrona, on the other hand, a gradual depression of the land or rise of the sea appears to be taking place. Careful measurements made at eleven places between 1839 and 1865, proved that the average rise of the coast-line between Maasø and Christiania during that period was 1 foot. According to *Kjerulf*, the eminent Norwegian geologist, the elevation of the coast has taken place fitfully. Thus it will be observed that in all the Norwegian valleys and fjords there are distinct terraces, between which there is a sudden and well-defined dip, and that the old coast-lines, with their heaps of débris, descend abruptly at their lower ends at an angle of 25-30°. Again it will be noticed that the different water-levels on the rocks, marked by a kind of pathway or furrow, are separated by a comparatively intact and unworn surface.

The most important **Glaciers** of Norway lie to the S. of latitude 67°. The largest is the *Jostedalsbræ* (p. 157), between lat. 61° and 62°, 330 Engl. sq. M. in area, and the largest in Europe, while those in Switzerland do not exceed 12-20 sq. M. It resembles an enormous roof, from which a number of offshoots descend to within 150-200 ft. of the sea-level. A similar ice-mantle is that of the *Folgefond* (p. 120; area 111 sq. M.), a little to the S. of lat. 60°, and another of vast extent is that of *Svartisen* (p. 217), within the Arctic Circle. The upper parts of these glaciers form immense expanses of dazzling ice and snow, unbroken by moraines or crevasses, except where their ramifications descend into the valleys, or by peaks rising above them. These ice-plateaux correspond with the mountain configuration peculiar to Norway, and afford some idea of the character of the glaciers which once covered the whole country. Of that glacier-period many traces still exist. Striated rocks are seen everywhere, from the coast-line upwards; the débris of moraines is distributed over every part of the country; and the soil formed by glacier friction now forms fertile land and yields abundant material for brick-making. Erratic Blocks seem to have been first deposited in S. Sweden by the glaciers on their way to the south. They abound in N. Germany, sometimes a few feet under ground, sometimes clustered together with sand, mud, and gravel, and rising into hills of 70-185 ft. in

height, called *Åsar* in Sweden, and known in Ireland and Scotland as escars and kames.

The W. coast of the peninsula is indented with countless **Fjords**, mostly with minor ramifications, where the rain-fall attains its maximum. The E. coast of Scandinavia was probably also at one time indented with fjords, to which the numerous inland lakes belonged, but which have gradually been filled up by alluvial deposits. That the fjords were formed by the erosive action of ice and water seems disproved by the fact that they are often deeper than the sea outside. The Sognefjord, for example, is no less than 4100 ft. deep at places. The fact appears to be that these basins existed before the glacier era. They are generally narrow and deep, and, except those in E. Finmarken, they lie at right angles to the axis of the mountains. On their banks usually extends a strip of fertile and sheltered land which has attracted a considerable population.

The immense and intricate archipelago of the **Skjærgaard** *(skärgård)*, or island-belt, admirably sheltering navigation, accompanies nearly the whole of the coast from Vadsø to Haparanda. The chief breaks are in the Arctic Ocean near the *North Cape*, off the mouth of the *Foldenfjord* ($64^1/_2^\circ$), off *Jæderen* and *Lister* (between 58° and 59°), and opposite the coasts of *Halland* and *Skåne* in Sweden. Within the Arctic Circle are a number of large islands, the *Kvalø*, on which lies Hammerfest, the *Seiland*, *Sørø*, *Stjernø*, *Kaagø*, *Arnø*, *Varnø*, *Ringvadsø*, and *Hvalø;* between the last and the mainland is the *Tromsø*, with the town of that name; then *Senjen* and the *Vesteraalen* and *Lofoten Islands*. Of the last-named group the first is the *Hindø*, the largest island in Norway (870 Engl. sq. M.), to the S. of which are others of considerable size. All, particularly those near the Arctic Circle, are mountainous, and many are strikingly picturesque. Among the finest are the *Hestmandsø*, *Threnen*, *Lovunden*, *Alstenø* with the '*Seven Sisters*', and the singular *Torghatten*. all described in the Handbook (pp. 212-238).

The chief resource of the coast-population is the **Cod Fishery**, besides which are the *Herring*, *Oyster*, and *Lobster Fisheries* and *Seal Hunting*. The great fishing-banks of the Lofoten Islands are mentioned at p. 223. These fisheries support a population of about 100,000 souls, their annual yield being estimated at 1,300,000*l*.; seal-hunting *(Phoca vitulina)* yields about 55,600*l*., while a million and a half of lobsters are annually exported to England alone. The shoals of cod and herring are usually attended by a kind of whale *(Balenoptera musculus)*, which was erroneously supposed to prey on the latter. The oyster-fishery thrives on the S. coast near *Kragerø*, and on the W. coast near *Finnaas* in Søndhorland, near *Lindaas* in Nordhorland, near *Vestnæs* in the Romsdalsfjord, by the *Bjærø*, and near *Vigten* in the Namsdal. The salmon-fishery is also important. Among the most famous rivers are the *Drammens-Elv*, the *Nume-*

dalslaag, the *Ongne-Elv* in Jæderen, the *Suledals-Elv* in Ryfylke, the *Rauma* and *Driva* in the Romsdal, the *Gula* near Trondhjem, the *Namsen* in the Namsdal, and the *Alten-Elv* and *Tana* in Finmarken.

These valuable resources of the coast-districts, compared with which the *Opland* offers little attraction to settlers, have given rise to the brisk MARITIME TRADE of Norway, dating back to the piratical *Vikings* (inhabitants of 'Viker' or creeks), whose expeditions extended to Constantinople, and who discovered Iceland, Greenland, and N. America ('Vinland'; 500 years earlier than Columbus). On some of the fjords still exist the tumuli of these early navigators, who were sometimes buried along with their vessels. The commercial fleet of Norway now ranks next to those of Great Britain and the United States. Timber for ship-building abounds.

The E. coast of the peninsula is less favourable for navigation, as many of the harbours have altered their position or suffered from the rise of the coast-line, but the coasting-trade of Stockholm and the inland lake and canal-traffic are considerable.

Mountains, Lakes, and Rivers.

Owing to the sudden fall of the mountains on the W. coast the streams there have the character of torrents, while on the E. side they form long, narrow lakes, connected by rivers or by waterfalls. The mountains in the far north, bordering on Russia, rarely exceed 1000 ft. in height, but they become loftier towards the S.W., notably on the *Lyngenfjord* (p. 233) and at the head of the *Saltenfjord* (p. 219), where the *Sulitelma* forms the boundary between the sister kingdoms. To the S. of the great glacier-mountains of *Svartisen* (p. 217) the hills are lower, and a number of large lakes send their waters E. to the Baltic, while the *Namsen* and *Snaasen* descend to the well-cultivated plains on the Trondhjem Fjord. Farther S. the mountains, such as the *Jomafjeld*, *Kjølhaugen*, *Åreskutan*, and *Syltoppe*, again attain 4000-5000 ft., and the islands off the coast contain hills of like height. In latitude 63° the main range divides, the backbone of the peninsula continuing to run S., while a branch diverges W. nearly at a right angle. In the central range rise the *Öster* and *Vester Dal-Elf*, which unite and descend S.E. to the Gulf of Bothnia. Adjoining the same range lies the *Fæmund-Sjø*, out of which flows the *Fæmunds-Elv*, afterwards called *Klar-Elf*, falling into Lake Venern, whence it descends as the *Göta-Elf* to the Kattegat. A little N. of the Fæmund-Sjø lies the *Aursund-Sjø*, the source of the *Glommen*, the largest river in Norway, which forms the imposing *Sarpsfos* at Sarpsborg and falls into the Skager-Rack at Fredrikstad. Near the same lake rises the *Gula*, which descends N.W. to Trondhjem; and through the valleys of these two rivers runs the important railway from Christiania to Lake Mjøsen, to the copper-mines of Røros, and Trondhjem.

Between the Fæmund-Sjø and the Glommen rise the *Hummel-*

fjeld, *Tronfjeld*, and *Elgepig*, and between the Glommen and the Gudbrandsdal tower the isolated *Róndane*. To the N.W. of the latter stretches the *Dovrefjeld*, culminating in the *Snehætta* (7630 ft.), formerly supposed to be the highest peak in Norway. To the W. of this point, and N.W. of the Gudbrandsdal, stretch the gneiss mountains of the Romsdal, already mentioned. The mountains S. of the Romsdal are known as the *Langfjelde*, which include the *Jostedalsbræ* with the *Lodalskaupe*, and extend to the *Horungerfjeld* and the *Jotunheim Mts.* To these last belongs the *Ymesfjeld*, a huge mass of granite nearly 10 Engl. M. in breadth, culminating in the *Galdhøpig* (p. 68), and surrounded by rocks of the transition period. Farther S. lie *Lakes Gjende*, *Tyin*, and *Bygdin*, enclosed by picturesque mountains belonging like the Horunger to the friable 'gabbro' formation, and all snow-clad except the most abrupt peaks on which the snow cannot lie.

The S. mountains of Norway, running from N.E. to S.W., are bounded by the Sognefjord on the N.W., by the Christiania Fjord on the S.W., and by a line drawn on the E. side from the Fillefjeld to Christiania. Between the Sognefjord and the Hardanger Fjord are the isolated plateaux of the *Vosseskavl*, the *Hardanger Jøkul*, and the *Hallingskarv*, rising above the snow-line. The Hardanger Fjeld is separated by the inner Hardanger Fjord from the snow-clad *Folgefond* (p. 120). To the S.E. of the Hardanger Fjord stretches the *Hardanger Vidda*, with peaks 3000-4600 ft. in height, which slope gradually on the E. and S. sides. Farther E. are the deep and picturesque valleys of *Telemarken*, which often cross each other. The E. outpost of this region is the *Skogshorn*, to the N. of the Hallingdal. Farther E. are the *Numedal*, *Hallingdal*, and *Valders* valleys, descending S., beyond which are also a number of transverse valleys, the most fertile in Norway (such as *Hadeland* on the Randsfjord and *Ringerike* on the Tyrifjord). The mountains then descend to the plain of Jarlsberg and Laurvik. Among their last spurs are the *Gausta* and the *Lidfjeld* in Telemarken, and the isolated *Norefjeld*, between Lake Krøderen and the Eggedal.

The mountains running S.E. next enter the Herjeådal and Vermland in Sweden, where they contain valuable iron ores, particularly in *Vermland*, *Dalarne*, and *Vestermanland*. The range next passes between Lakes Venern and Vettern, where it is called *Tiveden*, and extends E. under the names of the *Tydöskog* and *Kolmården*. It then intersects the province of *Götland* and forms the plateau of *Småland* to the S. of Lake Vettern. An important spur to the S. of that lake is the *Taberg*, containing about 30 per cent of iron ore. The hills then gradually slope down to the plains of *Skåne* and *Halland*, where they almost disappear. In the plains of Götland rise the isolated *Kinnekulle* on Lake Venern, the *Halleberg*, the *Hunneberg*, and the *Omberg*.

Of comparatively late formation is the Swedish Basin extending

from the Skager-Rack through Lakes Venern and Vettern to Lake Mälaren, the land to the S. of which was probably once an island. These lakes must thus have formed a waterway to the Gulf of Finland, which again was probably connected with the White Sea; and this theory is borne out by the fact that a kind of crayfish found in the White Sea and Lake Venern does not exist in the Atlantic or in the Baltic. The modern canal-route connecting these lakes is described in RR. 44–47.

The coast to the N. of Stockholm is flat, and intersected by numerous rivers and long lakes, at the mouths of which lie towns chiefly supported by the timber-trade. One of the great lakes is the picturesque *Siljan* (p. 366), through which the *Öster-Dal-Elf* flows. Below Falun that river joins the *Vester-Dal-Elf*, which forms a fine cataract at Elfkarleby. Of other rivers the chief are the *Ångerman-Elf* (p. 379), the *Lule-Elf* (p. 387), and the *Torne-Elf* (p. 394). The last, the longest of all, is connected by a branch with the parallel river *Kalix*. Most of these eastern rivers are rather lakes connected by rapids and waterfalls. The heavy rainfall descending into the valleys where the sun has not power to evaporate it forms these lakes and swamps, the overflow of which descends from basin to basin till it reaches the sea. The lower reaches of these rivers are generally navigable. Steamboats ply on the Ångerman-Elf and the Lule-Elf.

Climate and Vegetation.

Temperature. Judging from the latitude of the peninsula, one would expect the climate to be generally inclement, but this is only the case on the E. coast and among the mountains. The climate of the W. coast is mild, being influenced by the Atlantic and by the *Gulf Stream* which impinges upon it. In the same latitude in which Franklin perished in the Arctic regions of America, and in which lies the inhospitable region of E. Siberia, the water of the western fjords of Norway never freezes except at their upper ends. As we proceed from W. to E., and even from N. to S., the winters become more severe. The climate is perhaps most equable at *Skudesnæs*, near Stavanger, where the mean temperature in January is 34.7° Fahr., and in July 55.4°. At *Stockholm*, on the other hand, the mean temperature of January is 24.8°, and that of July 63.5°. The difference is greater in many places farther N., as at *Jockmock* (66° 36′ N. lat.; 925 ft. above the sea), where the January temperature is 3.2° and that of July 57.92°. The tract between the Varanger Fjord and the Gulf of Bothnia, the interior of Finmarken and Lapland, and the S. mountains above the height of 2300 ft., all have an annual mean temperature below the freezing point. Some of the other isothermal lines are curious. Thus the line which marks a mean January temperature of 32° Fahr. runs S. from the Lofoten Islands, passing a little to the E. of Berger

and through the inner part of the Stavanger Fjord. It then turns S.E. to Cape Lindesnæs, and thence N.E. towards the Christiania Fjord, and S. to Gotenburg and Copenhagen. The line marking a mean January temperature of 23° passes through Hammerfest, Saltdalen, Røros, Christiania, and Upsala. In mid-winter, therefore, the Lofoten Islands are not colder than Copenhagen, nor Hammerfest than Christiania. Again, while the mean temperature of the year at the North Cape is 35.6°, it is no higher at Östersund in Jemtland, 552 Engl. M. farther south. Lastly, while the climate on the W. coast is fairly equable throughout the year, that of the E. coast and the interior is made up of a long, severe winter and a short and hot summer. The sea is $3\frac{1}{2}$–7° warmer than the air, being of course cooler in summer and warmer in winter. The healthiest part of the peninsula is probably the island of Karmø, where the death-rate is at most 12 per thousand. The average rate for Norway is 19, for Sweden 20 per thousand.

Rainfall. In the interior of Norway less rain falls than on the coast. In Sweden the greatest rainfall is between Gefle and Gotenburg. The mean rainfall in Sweden is 20.28 inches, at Gotenburg 28.18; on the E. coast it is 16.88. August is the rainiest month in Sweden, especially in the north. In Norway the maximum rainfall is at Florø, sometimes 90 inches per annum; on the S. coast the average is 40 inches, and on the W. coast, S. and N. of Florø, 70-75 inches. August and September are the wettest months in E. Norway, but on the W. coast the rainy season is later. June and July are therefore the best months for travelling in Sweden and E. Norway, and July and August for the W. coast. In the region of the Romsdal the rainy season does not usually set in before December. Hail and thunderstorms are rare in Norway. The latter, however, are sometimes violent on the W. coast, where forty churches have been destroyed by lightning within the last 150 years. The following table shows the mean temperature and average rainfall in different parts of Norway: —

	Height in feet.	Latitude	Degrees of Fahr.	Rainfall in inches		Height in feet.	Latitude	Degrees of Fahr.	Rainfall in inches
Vardø	42	70° 22′	33.45	—	*Ona*	52	62° 53′	44.24	—
Nyborg	—	70° 2′	29.30	—	*Dovre*	2160	62° 5′	32.54	14.39
Fruholmen . .	29	71° 6′	35.42	—	*Røros*	2060	62° 35′	27. 5	—
Alten	—	69° 58′	33.62	—	*Florø*	29	61° 36′	43.85	75.27
Tromsø . . .	39	69° 39′	35.96	—	*Bergen* . . .	49	60° 24′	44.60	72.25
Andenæs . . .	26	69° 20′	38.48	—	*Ullensvang* .	33	60° 19′	44.78	—
Bodø	36	67° 17′	38.48	30.55	*Skudesnæs* .	36	59° 9′	44.78	42.83
Ranen	46	66° 12′	37.22	—	*Lindesnæs* .	29	57° 59′	44.24	—
Brønø	38	65° 28′	40.28	34.34	*Mandal* . . .	56	58° 2′	43.85	55.11
Ytteroen . . .	250	63° 49′	41.00	22.36	*Sandesund* .	42	59° 55′	43.85	23.14
Christiansund	66	63° 7′	43.16	37.48	*Christiania* .	79	59° 55′	41.36	21.19

Air Pressure. The pressure in January is greatest in the interior of N. Norway and lowest in Finmarken. In July it is highest on the W. coast and lowest in the interior. The prevailing winds in winter are accordingly land-winds, which are frequently diverted towards the N. and follow the line of the coast. In summer, on the other hand, W. and S.W. winds prevail, blowing towards the region of the lowest air-pressure, frequently following the coast towards the N., and rarely impinging on the coast at a right angle. The most prevalent wind blows from the S.W., and on the coast brings dull weather, but less so in the interior. The most violent storms, chiefly in winter, come from the same quarter. The mountains separate two distinct climates, the W. wind being the dampest on the W. coast and the driest in the interior.

The **Vegetation** is generally poor, but the flora is unusually rich for so northern a region. About 25,750 Engl. sq. M. are covered with forest, chiefly pines, the wood of which is valuable owing to the closeness of the rings which mark its growth. Next are the oak, the birch, the elm, and the beech. Other trees occur also, but not in the forests. The beech rarely occurs in Sweden N. of Kalmar, while the oak is found as far N. as Gefle. In Norway the beech extends to a point beyond Bergen, and the red beech even occurs at Trondhjem. Near Laurvik, in latitude 59-59½°, the beech is found in considerable plantations. — The apple-tree *(Pyrus malus)* occurs as far as 65° 10′ N. lat., the plum *(Prunus domestica)* up to 64 , and the cherry to 66°, while currants *(Ribes nigrum* and *rubrum)*, gooseberries *(Ribes grossularia)*, strawberries *(Fragaria vesca)*, raspberries *(Rubus idaeus)*, bilberries *(Vaccinium myrtillus)*, and the *multebær* (cloud-berry or marsh-berry) occur as far north as the North Cape.

Wheat thrives as far as 64½°, and in the S. districts up to a height of 1000-1250 ft.; *Rye* grows as far N. as 69°, and in the S. up to a height of 1950 ft.; *Barley* and *Oats* occur up to 70°, and in the S. to a height of 2050 ft. Botanists are referred to the instructive works of Schuebeler and Axel Blytt. — The cultivated land in Norway occupies 1074 Engl. sq. M. only, but in Sweden 10,678 sq. M. In the N. regions the *Oxyria remiformis*, a kind of sorrel, is largely cultivated as a substitute for corn. It is kept in a frozen state in winter and boiled down to a pulp for use, being often mixed with flour and made into *Fladbrød*. In the S. districts, however, the 'flat bread' is usually made of wheat or barley flour mixed with mashed potatoes or pease-meal. The Lapps mix their bread with reindeer-milk and sometimes with the bitter *Mulgedium alpinum* as a preventive of scurvy.

It is a curious fact that barley takes the same time (90 days) to ripen at Alten (70° N. lat.) as at Christiania and in the S. of France, and it is believed that the great length of the Arctic days

compensates for the lack of warmth. The seed, however, if brought from a warmer climate, requires to be acclimatized, and does not yield a good crop until after two or three seasons.

The leaves of most of the trees in N. Norway are larger than those of similar trees in the S. Thus the leaves of maples and plane-trees *(Acer platanoides* and *pseudo-platanus)* transplanted from Christiania to Tromsø have been found to increase greatly in size, while the trees themselves become dwarfed. This leaf development is also attributed to the long sunlight in summer.

The **Animal Kingdom** comprises most of the animals common in Great Britain, besides many which are now extinct there, and others peculiar to the Arctic regions. Among the most characteristic are the reindeer *(Cervus tarandus)*, a most useful mammal and the sole support of the nomadic Lapps, and the lemming *(Georychus lemmus)*, a rodent resembling a water-rat. Among beasts of prey the bear and the wolf are met with in many parts of the country, and the lynx and glutton occur. For killing any one of these the government offers a reward of 25 crowns. Conspicuous among large game is the handsome elk ('Elg', 'Elsdyr'; *Cervus alces*), now becoming rare, next to which rank the reindeer and the red deer. The finest of the wildfowl is the capercailzie ('Tjur'; *Tetrao urogallus*), then the ptarmigan ('Rype'; *Lagopus mutus*) and hazel-grouse ('Hjerpe'; *Tetrao bonasia*). Partridges are rare in Norway, but abound in S. Sweden, where they were introduced about the year 1500. The most valuable of the wildfowl is the eiderduck ('Eder'; *Anas mollissima*), most abundant within the Arctic Circle, The down of the female, which she uses in making her nest, is gathered in the *Dunvær* of Finmarken, yielding a considerable revenue.

The **Population** is almost exclusively of Gothic origin, but the oldest element consists of the *Lapps* and the *Finns*, probably the aboriginal inhabitants, who belong to the Ugrian race. Their languages are both of the Turanian stock (akin to Hungarian), and are said by Castren, the philologist, to have been identical some 2000 years ago. The Lapps now number about 24,000 only in Norway and Sweden, and the Finns about 22,000 souls. They are both of the Mongolian type, with high cheek-bones, low foreheads, full lips, narrow eyes, blunt noses, and yellowish complexions, but the Finns are physically and mentally the superior race. The names applied to them are not used by themselves. The Lapps ('nomads') call themselves *Sami* or *Sahmelads*, and the Finns ('fen-dwellers') *Suomi*. The dominant race, by which the Lapps have been well-nigh extinguished, is Aryan or Indo-Germanic, and is believed to have come to the peninsula before the birth of Christ (see p. xl). The population of Norway is about 2,240,000, that of Sweden about 5,293,850. The annual increase, which frequent

emigration retards, is now in Norway about 22,000, and in Sweden 37,000 per annum. Both countries have made great strides of late years. About one-half of the total population is engaged in farming and cattle-breeding, while mining and the timber-trade are among the staple industries in Sweden. The fisheries, as above stated, form the chief support of the inhabitants of W. Norway.

XI. History of Sweden and Norway.

Prehistoric Period. The earliest antiquities in Scandinavia belong to the Flint Period, when the peninsula was probably inhabited by Lapps snd Finns in the N., and by Germanic tribes in the S. Their rude implements indicate that they had fixed dwelling-places and cattle, and knew the art of fishing and probably of hunting also. They buried their dead in large stone tomb-chambers. This epoch was succeeded by the Bronze Period, when tools and ornaments in bronze and even in gold were first imported, and afterwards made by the natives. Agriculture was now practised, and the same domestic animals were used as at present. The name of *Scandia*, *Scanza*, or *Scandinavia* is mentioned by Pliny and Ptolemy. The latter mentions the *Goths*, and Tacitus the *Swedes* in the 1st cent. A.D., about which period begins the iron period, when that metal was introduced from Central Europe. Silver and glass also make their appearance, and Roman coins and 'bracteates' (ornamental disks of metal) occur. During the Earlier Iron Period the contents of tombs prove that the dead were sometimes burned, sometimes buried in coffins. The cinerary urns are usually of terra-cotta, rarely of bronze. Among other objects found in the tombs are trinkets and weapons, some of which seem to have been purposely broken. The monuments of this period show the influence of Roman and mid-European culture, and the older *Runic Inscriptions* use the early Runic alphabet of 24 letters, common to Scandinavian, Anglo-Saxon, Burgundian, and Gothic inscriptions, but afterwards modified by the Scandinavians, who substituted for it the smaller character, consisting of 16 letters only.

Quite distinct from the earlier is the Later Iron Period (about 700-1050 A.D.). The Runic inscriptions of this period are in the smaller character, and the language corresponds with the oldest MSS. of the same era. At the same time the weapons, implements, and ornaments, with their fantastic figures of animals and intertwined ribbons show the dawn of a national decorative art. It therefore seems to be a well-established fact that during the later iron period, if not earlier, the Scandinavians had developed into a nationality distinct from the ancient Goths or the Anglo-Saxons.

The **Historical Period** begins with the later iron age. At that time S. Sweden seems to have belonged to the Danes. Farther N. was the land of the *Götar*, to whom belonged the adjacent island

of Oland, while Gotland appears to have been occupied by an independent tribe. Still farther N. were the *Svear*, who occupied Upland, Vestermanland, Södermanland, and Nerike. The territories of the Götar and the Svear were separated by dense forest, while the latter were separated from the Norwegian tribes by forests and by Lake Venern and the Göta-Elf. Beowulf, the famous Anglo-Saxon epic poem, dating from about 700, mentions Denmark as an existing kingdom, and speaks of the different states of the Götar and Svear, which were afterwards (11th cent.) united, the Svear being dominant. The same poem refers to 'Norvegr' and 'Nordmenn' (Norway and the Northmen), but throws no light on their origin. At all events the consolidation of Norway took place much later than that of Denmark and Sweden, and doubtless after many severe struggles. To that troublous period belong the migrations and piratical expeditions of the *Vikings*, or Northmen who dwelt in creeks *(vikr)*, who overran the whole of northern Europe from the 8th down to the 11th cent. The Swedes directed their attacks mainly against Finland, Kurland, Esthonia, and Russia, which last derived its name and its political organisation from Sweden; the Danes invaded France and England, and the Norwegians the north of England, Scotland, the Orkney and Shetland Islands, and the Hebrides.

Norway before the Union.

From an early period Norway was divided among a number of chiefs or petty kings, one of whom, **Harald Haarfager** ('fair-haired'), after severe conflicts, united the whole of Norway under his sceptre after a naval victory near Stavanger in 872. After his death the kingdom was again broken up. About 970 *Jarl* (Earl) *Haakon*, with the help of the Danes, established himself as an independent prince at Trondhjem, and at length, in 995, **Olaf Tryggvason,** a great-grandson of Haarfager, re-united the kingdom. Olaf had been baptized in England and succeeded in evangelizing Norway, by force or by bribery, but was defeated and slain in the great naval battle of Svolder, on the coast of Pomerania, about the year 1000, by the united forces of the kings of Sweden and Denmark and of Eric, the son of Haakon Jarl.

The kingdom was again re-united by **St. Olaf,** a descendant of Harald Haarfager. After having been baptized either in England or in Normandy, he returned to Norway from a long warlike expedition in 1014 to claim the crown, and proceeded energetically to consolidate and evangelize his kingdom. His severity, however, caused discontent, and his adversaries were supported by *Canute*, King of England and Denmark, who invaded Norway, was proclaimed king, and defeated and slew Olaf at *Stiklestad* (p. 207) in 1030. Olaf, however, was soon regarded as a martyr and was formally declared a saint by a national assembly. His son **Magnus the Good** (1035-47), who had been left by his father in Russia,

was now called to the throne, and the Danes were expelled. Since then the unity, independence, and religion of the kingdom have been comparatively undisturbed. In 1047 Magnus was succeeded by *Harald Sigurdssøn* (step-brother of St. Olaf), who fell at the Battle of Hastings (1066).

The next king of Norway was **Olaf Kyrre** ('the peaceful'; 1066-93), who favoured the growth of the towns, framed a form of government, and organized the Norwegian church. The whole country had hitherto belonged to the see of Bremen-Hamburg, but Olaf now erected three native bishoprics, for which he built cathedrals at *Nidarós*, *Bergen*, and *Oslo*. Under his successors the independence of the church was secured by compulsory tithes (*Tiende*, 'tenths', in Scotland 'teinds'), many churches were built, and the first monasteries were founded (early 12th cent.). In 1103 Norway was attached to the see of Lund (p. 264), but in 1152 a Norwegian archbishopric was erected at Trondhjem, to which were attached the western dependencies, the Faroe, Orkney, and Shetland Islands, the Hebrides and the Isle of Man, Iceland and Greenland.

When **Magnus Erlingsson** (1161) was elected and crowned king, Archbishop *Eysteinn* succeeded in gaining large concessions for the church. But the ecclesiastical privileges aroused national opposition. Amid the bitter conflicts of the *Birkebeiner* ('birch-legs', so called from their birch-bark sandals) and the *Baglar* (the episcopal party, from *Bagall*, 'baculus', a pastoral staff), **Sverrir** was set up as a rival king (1177-1202), and by him both king Magnus and his son were defeated and slain.

For a time peace was restored by **Haakon Haakonsson** (1217-63), 'the Old', a grandson of Sverrir, who deprived the clergy of their undue influence in the election of the kings. He also annexed Greenland, but failed to maintain his claim to the Hebrides and the Isle of Man.

Haakon's son, **Magnus Lagabøtir** ('betterer of laws'; 1263-80), subdued Iceland and otherwise consolidated his kingdom. He abolished the four ancient diets *(Lagthing, Løgthing)*, which had judicial and legislative functions, and he restricted the privileges of the towns, but the church succeeded in vindicating her liberties. By a concordat with the church at Tønsberg in 1277 the king renounced all control over ecclesiastical causes and elections of prelates.

His sons **Eirikr** (1280-99) and **Haakon** (5th of the name; 1299-1319) renewed the conflicts with the church, which were only terminated by the final recognition of the concordat in 1458. In secular affairs these two kings were more successful. The first step was to transfer the judicial powers of the diets to royal officials. The Løgmenn ('lawyers'), or skilled assessors at the diets, elected and paid by the peasantry, now became regular judges, while the right of final appeal lay to the king alone. The hereditary character

of all offices and dignities was also abolished (1308), and a civil service of the modern type was instituted. As yet, however, the towns attained but little wealth or importance, as the trade of the country was chiefly in the hands of the Hanseatic cities.

It remains to glance for a moment at the **Intellectual Culture** of Norway during this period. Northern Paganism held its ground till the 11th cent. It shared the common Germanic belief in immortality, in elfish spirits in house, field, and forest, and in monsters and giants embodied in the sombre and awe-inspiring features of the country. At an early period occurs the conception of a heavenly God, whose personified attributes were the minor gods *Heimdallr*, *Freyr*, and *Baldur*, and the goddesses *Nerthus*, *Frigg*, *Freya*, and others. With their aid justice was administered and enterprises were begun, and to them the inhabitants offered sacrifices under the guidance of priests and priestesses. The most highly revered of these deities were *Freyr*, the god of light, whose temple was at Upsala, and *Thor*, the thunderer, the giant-slayer, the rain-giver, and the protector of man. While Thor remained the god of the peasants, the more aristocratic vikings, who hoped to continue their warlike and glorious career in another life, set up as their supreme deity *Odin*, the god of the wind, who as the god of victory would summon the fallen to jousts and revelry in Valhalla. But religious sentiment could not long rest satisfied with these mythical personages. Above them all Fate must reign supreme, and they came to be regarded, no longer as creators, but as creatures of this world, formed of matter which had already pre-existed. Their final destruction (*Ragnarök*, 'fate of the gods') in a war of extermination against the giants was even imagined.

The ancient Runic characters had been used for short inscriptions and rude records of various kinds, while legend, history, and law had long been dependent on oral tradition. At length, when Christianity introduced the Latin characters, they were used by bards for the preservation of popular lore, and by the churchmen for the promotion of the higher education. Popular and clerical literature, an Old Norse and a learned Latin, were thus developed side by side, but of the former by far the greater part was written by Icelanders.

Norway is indeed the land of the Skalds (bards or minstrels), of whom the first on record was *Bragi*, 'the Old' (about 800), and Harald Haarfager maintained a whole troop of bards at his court; but they flourished chiefly in Iceland, where independent bards and lovers of freedom, who refused allegiance to the kingship of the mainland, sought an asylum from the 9th cent. onwards. It was there that they studied the national customs and traditions, and there that they developed a truly national poetry. *Egill*, the most profound of the Old Norse bards, was an Icelander, and other Icelandic bards sang at the royal courts of the north. Of the im-

portance of their 'Drapas' the songs of the gods and heroes in the so-called *Older Edda* afford a good idea, as in date and form they are but little removed from the earlier minstrelsy. The panegyrics on princes of a later period are somewhat poor and laboured, and they were now superseded by the Sagas. On the long winter evenings, in the family circle or at banquets, it became customary to tell stories, to describe the adventures of campaigners in distant lands, to extol the prowess of dead ancestors and of living heroes. By committing these stories to writing the authors created a prose literature of a vigorous and realistic character. Among the family or tribal sagas may be mentioned those of Egill, Njál, and Sturlunga. The historical sagas were founded by *Ari Fródi* (d. 1146), and reached their prime about 1232 in the 'Hjemskringla' (circle of the world') of *Snorri Sturluson* (d. 1241). Besides the historical there were also mythical sagas, such as the 'Fridthjofssaga', the 'Völsungasaga', the 'Thidrekssaga', which was composed in Norway, and lastly fables or 'lying sagas'. In the 14th cent. the old materials were reproduced in a poetical form, combining the native alliteration with the southern end-rhymes. Thus arose the poetry of the Rimur (rhymes, dance-songs), which still survives in Iceland.

Compared with the rich Icelandic literature the Norwegian is meagre. Written composition only began when oral tradition had almost died out. The mainland was constantly harassed by wars and intestine troubles; the clergy kept aloof from national interests, the nobles strove to adopt the culture of central Europe and read translations of foreign romances; the peasantry alone adhered to their national customs, thus widening the gulf between them and the upper classes, and thus retarding the advent of a higher civilisation.

Sweden before the Union.

The early history of Sweden is obscure. The country was partly evangelized by the German archbishops *Ansgar* (d. 865), *Rimbert* (d. 888), and *Unni* (d. 936), aided by German and Danish missionaries. The first Christian king on record was *Olaf Eriksson*, about the year 1000. His son was baptized by the scriptural name of Jacob, but as the people objected it had to be changed. The Christian kings of Sweden *Stenkil Ragnvaldsson* (d. about 1066) and *Ingi Stenkilsson* were chiefly supported by the recently converted Götar, while the hostile northern Svear set up *Blot-Sven* ('sacrificing man') as a rival king and restored paganism. It was only after long struggles that *Erik Jedvardsson* (the 'Saint'; d. 1160) restored Christianity. Like Norway, Sweden was at first attached to the see of Bremen and Hamburg. The primacy was next granted to the archbishop of Lund by Hadrian IV. about 1154, but in 1164 was transferred to the newly created archbishop of *Upsala*.

Both the Swedish and the Gothic territory were divided into

numerous provinces, subdivided into districts. The election of the kings took place in the province of Upper Sweden, the most important of all, after which the new monarch had to make a royal progress throughout his kingdom to receive the oaths of homage and allegiance. He was then said to be 'riding the *Eriksgata*'.

In the 11th cent. the supreme power fell into the hands of the **Folkungar,** a wealthy family of Öster-Götland, which by intermarriages with the royal families of Sweden, Norway, and Denmark brought the hitherto isolated country into contact with others. During the reign of *Erik Lœpse* (d. about 1250) the real ruler of the country was his brother-in-law **Birger,** *Jarl* (earl) of *Bjelbo*, a shrewd and powerful member of the Folkungar, who, on the death of Erik without issue, succeeded in procuring the election of his own son *Valdemar*, a boy of ten, as king of Sweden. Birger died in 1266, and nine years later Valdemar was dethroned and banished by his stronger brother Magnus.

Magnus (1275-90), surnamed **Ladulås** ('barn-lock', vindicator of law and order), proved a vigorous and beneficent ruler. He at once extended his authority and enhanced the position of the kingship by the brilliancy of his court. Like the Norwegian kings (p. xlii) he abolished the popular election of judges, and appointed the *Lagmän* and other district officials himself. But in Sweden the kingship had to reckon with an independent and spirited aristocracy. The diets of the nobles, attended by the clergy also, and afterwards by delegates from the towns and country districts, had gradually assumed the form of a representative parliament, by whose counsel and consent the kings were bound. The privileges of the church, however, were less extensive than in Norway. Ecclesiastical legislation was in the hands of the state; the king was arbiter in cases of episcopal encroachment, while parishes or private patrons had the right of appointing to benefices. The king was also on friendly terms with the German Hansa, and in particular with its town of Wisby in the island of Gotland. The Swedish towns meanwhile enjoyed comparative independence, although their national character was impaired by German influences.

In 1290 Magnus was succeeded by his son *Birger Magnusson*, during whose minority the government was ably conducted by Marshal *Thorgils Knutsson* down to 1303; but serious quarrels afterwards broke out between Birger and his brothers, dukes *Eric* and *Valdemar*. In 1318 the dukes were arrested, imprisoned, and put to death, but Birger himself was soon dethroned and banished to Denmark (d. 1321). *Magnus Eriksson*, the infant son of Duke Eric, was then elected king, and during his reign were made the first attempts to unite the Scandinavian kingdoms.

The history of early Swedish **Literature** is almost a blank. The Runic inscriptions of Sweden are in the metre of the Old Norse poetry; figures scratched on stone show scenes from the story of

Sigurd Fafnisbani; and the Norwegian Thidreks-Saga speaks of the ancient heroic songs of Sweden. But the early literature has been lost. At length with Christianity came ecclesiastical education, obliterating almost every vestige of the ancient national culture. In several provincial codes alone, such as the *Vestgötalag*, are preserved traces of it in a pagan form of oath. To a later period belong a few meagre annals in Latin, mainly based on Danish sources, a work concerning the *Styrilsi konunga ok höfdinga* (the rule of kings and governors), founded on foreign models, and lastly the so-called *Eufemiavisor*, a poetical translation of mid-European romances made by order of the Norwegian queen Eufemia, early in the 14th cent., for her son-in-law Duke Erik of Sweden.

The Union Period.

On the death of Haakon Magnusson of Norway in 1319 he was succeeded by **Magnus Eriksson,** a child of three years, son of his daughter Ingeborg and the Swedish Duke Erik (p. xlv). On the banishment of King Birger the same year Magnus was also elected King of Sweden, so that the two crowns were now united. In 1332 the province of Skåne, till then Danish, was annexed to Sweden. But the king's neglect of Norway led to the dissolution of the Union. In 1343 the Norwegians elected the king's son **Haakon Magnusson,** a boy of four, as king (the 6th of that name in Norway). After a period of terrible disasters, such as the Black Death which ravaged the country in 1349-50, Haakon personally assumed the reins of government in 1355. Meanwhile in Sweden his father Magnus was overtaken by many troubles. He quarrelled with the aristocracy, lost Skåne, Öland, and Gotland to the Danes (1360-61), and was dethroned in 1362, when his son king Haakon was elected king of Sweden also. The following year Haakon married the princess *Margaret*, daughter of King Valdemar IV. of Denmark.

In 1375 Valdemar died without male issue, and in the following year Queen Margaret succeeded in getting her son *Olaf Haakonssøn* elected king of Denmark. On the death of his father in 1380 he succeeded to the crown of Norway also, while the Swedes continued to support the rival king *Albert of Mecklenburg*, nephew of king Magnus Eriksson. On Olaf's early death in 1387 his mother **Margaret** was proclaimed regent of Denmark, and soon after regent of Norway also. The opponents of Albert of Mecklenburg then invited Margaret to Sweden, and Albert was defeated at Falköping in 1389, and taken prisoner. During the same year *Erik of Pomerania*, Margaret's great-nephew, was elected king of Norway at Trondhjem, then of Denmark also in 1395, and of Sweden in 1396; and on 17th June 1397 he was formally crowned king of the three Scandinavian states at the Diet of *Kalmar*.

But the prospects of the Union were clouded. Each of the three kingdoms jealously maintained its own form of government, while

in the elective monarchies of Sweden and Denmark the royal authority was seriously impaired by an ambitious aristocracy. In Norway the towns were dominated by the Germans, and at sea the German Hansa was supreme.

Margaret ruled over the three countries with wisdom and moderation; on her death in 1412 King **Eric**, whose queen was Philippa, daughter of Henry IV. of England, assumed the reins of government. For twenty years his sway was comparatively undisturbed, but in 1433 the Swedish peasantry, headed by *Engelbrekt Engelbrektsson*, a proprietor of mines in Dalarne, rebelled. In Norway also a rebellion broke out in 1436, and when the Danes also became disaffected Eric retired to the island of Gotland, where he died in 1459.

The next sovereigns of the united kingdoms were *Christopher of Bavaria* (1440-48), *Christian of Oldenburg* (1448-81), and *Hans* (1481-1513), son of Christian, all of whom had the utmost difficulty in maintaining the Union, even for brief periods. The Swedes in particular aspired to national independence. In 1448 they proclaimed *Karl Knutsson* king, and after his death in 1470 they appointed *Sten Sture the Elder* and *the Younger* successively as administrators of the kingdom. King Hans died in 1513 and was succeeded without opposition in Denmark and Norway by his son **Christian II.**, a man of ability and learning, but self-willed, passionate, and cruel, who succeeded in establishing his authority in Sweden also. But when, on 8th-10th Nov. 1520, he caused no fewer than 82 so-called rebels and heretics, including two bishops and thirteen royal counsellors, to be executed in the market-place of Stockholm (the 'Blood Bath of Stockholm'), the exasperation of the Swedes, aggravated by other grievances, reached its climax. In 1521 the peasantry of Dalarne found an able leader in the famous *Gustaf Vasa*, who had been unjustly imprisoned by Christian, but had escaped to Lübeck in 1519. In 1520 he returned to Sweden, and on hearing of the death of his father at the Stockholm Blood Bath he headed the rising, which soon triumphantly extended over the whole of Sweden. In the same year he was appointed administrator of the kingdom at Vadstena, and in June, 1523, he was proclaimed king of Sweden at Strengnäs.

Soon afterwards Christian lost his two other kingdoms also. His favour to the Reformation aroused the enmity of the church, and his injudicious measures for the benefit of the people menaced the privileges of the nobility. The discontent was aggravated by a disastrous war with the Hanseatic League, and when Christian was seriously threatened by a revolt in Jutland in 1523 he quitted Denmark in despair, only to return to it nine years later to be taken prisoner (p. liv).

During the Union **Literature** made progress in Sweden, but languished in Norway. In both countries clerical education con-

tinued to be carried on as in the great continental schools. But while the Old Norse language was superseded about the middle of the 14th cent. by Danish as the language of literature and of the educated classes, and while it only survived in Iceland and in provincial dialects, the Swedish language held its ground. The native literature of Norway thus became extinct, whereas that of Sweden began to increase, consisting of translations of parts of the Bible, religious writings, rhyming chronicles, ballads, and compilations of laws. Among these works, which as a rule show little originality, must be mentioned the revelations of *St. Birgitta* (d. 1373; p. 294), the greatest product of the middle ages in Scandinavia. While severely castigating pope and clergy, they are rather of a mystic than of a reforming tendency, and are remarkable for the richness and grandeur of their poetic imagery. In 1370 the gifted authoress founded an order of monks and nuns, who continued to be the foremost representatives of religious culture in Norway down to the Reformation. A little later arose two great centres of intellectual life, the Swedish university of *Upsala* in 1477, and the Danish university of *Copenhagen* in 1479, the latter of which extended its beneficent influence to Norway also. Among the learned works of the period may be named the Latin 'Cronica regni Gothorum', by *Ericus Olai* (d. 1486). Popular ballads ('kämpevisor', lays of the heroes), dating as far back as the 12th cent., at the same time increased in number and importance.

Sweden after the Dissolution of the Kalmar Union.

After **Gustavus Vasa** (1523-60) had won independence for his country he strenuously sought to promote its material and intellectual progress. At the same time he consolidated his power so successfully that he became an absolutist and patriarchal monarch. The nobility had been weakened by the cruelties of Christian, while the lower classes, who had vigorously assisted in throwing off the Danish yoke, gained importance. In 1527 the diet of Vesterås rejected the Roman Catholic religion, transferred part of the church property to the king, and made the kingship hereditary instead of elective. Before his death, however, the king unwisely bestowed dukedoms on his younger sons, thus laying the foundation for future troubles.

Under Gustaf Vasa's sons **Eric XIV.** (1560-68) and **John III.** (1568-92), and under John's son and successor **Sigismund of Poland** (1592-99), Sweden underwent many severe trials. In 1593 *Duke Charles* of Södermanland, Vasa's youngest son, caused the Augsburg Confession to be accepted anew by a synod at Upsala, in 1595 he was proclaimed regent for his absent nephew, and in 1599, on the deposition of the latter, he succeeded him as **Charles IX.** (1599-1611). His rule was beneficial; he was a zealous promoter

of commerce, mining, and agriculture; and in his wars with Poland, Russia, and Denmark, he made Sweden respected.

On his death his son **Gustavus II. Adolphus** (1611-32), greatest and ablest of Swedish kings, was called to the throne at the age of seventeen. Under him Sweden was to play a prominent part in European history and to attain the zenith of her fame. Gustavus had been admirably educated by his father, and soon displayed his brilliant talents as a general and a statesman, combined with heroic strength of will. By his successful wars he extended the boundaries of his kingdom, gaining Kexholm, Karelen, and Ingermanland from Russia in 1617, and Livonia with four Prussian seaports from Poland in 1629. With the aid of his chancellor *Axel Oxenstjerna* he remodelled the administration of justice, founded a supreme court at Stockholm (1614-15), and re-organized the national assembly, dividing it into the four estates of Nobles, Clergy, Burghers, and Peasants, and giving them powers of legislation and taxation (1617). He founded new towns, favoured mining and commerce, extended the university of Upsala, and erected another at Dorpat. Above all he strove incessantly to improve his army, and in 1630, on the repeated requests of the Protestant princes of Germany, he crossed the Baltic to support the Protestant cause in the Thirty Years' War. After several glorious victories, which raised Sweden to the proudest position she ever occupied in history, the king's brilliant career was prematurely cut short at the Battle of Lützen, where he fell on 6th Nov., 1632.

The war was continued under his daughter and successor **Christina** (1632-54), then a minor, under the able guidance of *Oxenstjerna*, by the Swedish generals *Gustaf Horn* and *Joh. Banér*, and later by *L. Torstensson*. War broke out with Denmark in 1643, but was most advantageously terminated by the great chancellor's masterly diplomacy. By the Peace of Brömsebro, in 1645, the Danes ceded to Sweden Jemtland, Herjedalen, Gotland, and Halland, and granted the Swedes exemption from the Sound dues. Again by the *Peace of Westphalia* (1648) Sweden gained the principalities of Bremen and Verden, part of Pomerania with Stettin and the islands of Rügen, Usedom, and Wollin, and the town of Wismar, besides a considerable war indemnity. Meanwhile Christina had assumed the reins of government (1644); she invited the philosopher Descartes and other famous scholars to Stockholm, and she was a collector of pictures, books, and MSS.; but the extravagance of the queen and her favourites and the heavy pressure of taxation caused serious disaffection. Unmarried and weary of government, she abdicated the throne at a meeting of the Diet at Upsala, in 1654, in favour of her cousin *Karl Gustav of Pfalz-Zweibrücken*, who had been general of the Swedish troops in Germany. The same year she quitted Sweden, embraced the Romish faith secretly at Brussels, and then publicly at Innsbruck when on

her way Rome. After a chequered life in France and two attempts to regain her footing in Sweden, she terminated her eccentric career at Rome in 1689.

Charles X. Gustavus (1654-60) strove by economy to reform the finances. His chief aim was to establish the sole supremacy of Sweden over the Baltic and its coasts. At first successful in his war with John Casimir, King of Poland, son of Sigismund, who now claimed the throne of Sweden, he was compelled by the intervention of Russia, Austria, and Denmark to purchase peace by making extensive concessions. But a war with Denmark brought great success, for the Peace of Roskilde (1658) secured to him the coast provinces of Bohuslän, Skåne, Halland, and Blekinge. On a renewal of the war with Denmark Charles besieged Copenhagen, but his sudden death in 1660 left his kingdom in a perilous position.

Charles X. was succeeded by his son **Charles XI.** (1660-97), a boy of four, whose guardians made peace with their three chief opponents. By the Peace of Oliva with Poland, Brandenburg, and Austria in 1660 the King of Poland ceded Livonia to Sweden and renounced his claim to the Swedish crown, and by the Peace of Kardis with Russia in 1661 she restored her conquests in Esthonia and Livonia. Denmark-Norway on the other hand, by the Peace of Copenhagen in 1660, recovered Trondhjem and the Island of Bornholm, of which the peace of 1658 had bereft them. In 1666 the S. districts of Sweden were benefited by the foundation of the university of *Lund*. In 1672, at the age of seventeen, the king was declared major, and in 1674 he became the ally of France in the wars against Holland, Great Britain, and Germany; but in 1675 the Swedish army was signally defeated at Fehrbellin by the Elector of Brandenburg. At the peace of St. Germain in 1679, however, by the intervention of the French, the Swedes were saved from the loss of Pomerania. Meanwhile financial distress, party strife, and above all the arrogance of the nobility, who then possessed five-sevenths of the land in Sweden, and who strove to reduce the peasantry to the condition of serfs, caused an outbreak of the general discontent. After stormy debates, the king, who had skilfully guided the movement, was entrusted with the sole legislative power. Having also been authorized to revoke extravagant crown-grants, he wisely used the funds thus acquired in paying the debts of the crown, in re-organizing his army and fleet, and for other useful purposes. At the same time he proceeded to amend the law and to remedy ecclesiastical abuses. On his death in 1697, this 'great housekeeper of the kingdom', as he was called by his subjects, left Sweden strong, prosperous, and highly respected.

Under his son and successor **Charles XII.** (1697-1718), this absolutism proved disastrous. Able, carefully educated, energetic,

and conscientious, but self-willed and eccentric, Charles XII., who ascended the throne at the age of fifteen, brought his country to the brink of ruin. In 1699 Denmark, Russia, and Poland formed an alliance against Sweden, which led to the great northern war. Aided by British, Dutch, and other allies, Charles was at first brilliantly successful, but during his adventurous campaign in the Ukraine, he was signally defeated by the Russians at Pultava (1709), and lost nearly all his army. He escaped into Turkey and resided at Bender, but quarrelled with the Sultan, who placed him in confinement in 1713. Having escaped and returned to Sweden (1715), he made every effort to continue the war, and in the case of Russia at least he had almost succeeded in concluding an advantageous peace when he fell at the siege of Fredrikshald at the early age of thirty-six (1718; p. 101). Brave, chivalrous, simple in manner, and irreproachable in conduct, the memory of Charles is still fondly cherished by the Swedes. The short reign of absolutism *(Envåldstiden)* now ends, and a period of greater independence begins (*Frihetstiden;* 1719-92).

Charles XII. was succeeded by his sister Ulrika Eleonora, who in 1720, with consent of the Estates, resigned in favour of her husband **Frederick I.** (1720-51), prince of Hessen-Cassel. A new constitution was now framed by the Estates. The supreme power was vested in the Estates and in a cabinet responsible to them. By treaties of peace with Great Britain, with Prussia, with Poland and Denmark, and with Russia, Sweden now lost Bremen and Verden, Stettin and part of Pomerania, her exemption from Sound-dues, Livonia, Esthonia, Ingermanland, and the districts of Kexholm and Viborg in Finland. She thus fell from her rank as one of the European great powers into a subordinate position better suited to her capacity. With the advent of peace trade and industry revived and a new code of laws was drawn up (1734). But in opposition to the peace party, derisively called 'Nightcaps' *(nattmössor)*, or 'Caps', the war party, known as 'Hats' *(huttar)*, led the country into a new war with Russia, which caused the loss of Finland (1741). On the death of the queen without issue, *Adolphus Frederick of Holstein-Gottorp*, a relation of the crown-prince of Russia, was elected as the successor of Frederick I., on condition that the greater part of Finland should be restored. To this Russia agreed in order to prevent the re-union of the three Scandinavian crowns.

The royal prerogative of **Adolphus Frederick** (1751-71) was farther limited by the Estates, and Sweden was soon plunged by the 'Hats' into the Seven Years' War, in which she played an ignoble part, while at home Queen *Luise Ulrike*, sister of Frederick the Great of Prussia, was a zealous promoter of art and science.

Adolphus was succeeded by his son **Gustavus III.** (1771-92), who by means of a cleverly organized military revolution or *coup-*

d'état (1772) succeeded in overthrowing the supreme power of the Estates and in regaining the most valuable prerogatives of the crown. With the aid of the peasantry, whose condition he improved, he curbed the power of the turbulent nobles, some of whom were in league with Russia, and in 1789 he effected a farther change in the constitution, which gave him the sole prerogative of making war and peace. Absolutism was thus restored, but the liberal and enlightened king made a good use of his power. He abolished torture, granted liberty of the press, reformed the coinage, improved the army, and fostered commerce and industry, science, art, and literature (p. liii). After a four years' war he compelled Russia to abstain in future from interference with Swedish affairs (1790). After the outbreak of the French Revolution, the king proposed to intervene, with Russia and Austria, in favour of Louis XVI., and proceeded to levy new taxes and prepare for war. This led the disaffected nobles to enter into a new conspiracy against him. At a masked ball in the great theatre, on the night of 15th March, 1792, this able and chivalrous, though sometimes ill-advised monarch was assassinated.

His son **Gustavus IV. Adolphus** (1792-1809), an upright, but narrow and obstinate monarch, took part in the wars against France, which led to the loss of Pomerania in 1807 and of Finland in 1809, and to his defeat in Norway also. He and his heirs were then formally deposed by the Estates. He retired to Switzerland and died in poverty at St. Gallen in 1837.

His uncle, Duke Charles of Södermanland, having confirmed a new constitution just framed, was now elected king as **Charles XIII.** (1809-18), but as he was old and childless, Prince Christian Augustus of Augustenburg, stadtholder of Norway, was elected crown-prince. On the sudden death of the latter in 1810, the Estates elected *Jean Baptiste Jules Bernadotte*, one of Napoleon's generals, as crown-prince, who was then adopted by Charles, assumed the name of *Charles John*, and embraced the Protestant faith. The new crown-prince soon gained great influence, and directed his attention chiefly to military organisation. Having obtained the consent of Russia, Britain, and Prussia to his acquisition of the crown of Norway, Charles John then marched with a Swedish contingent into Germany and assumed command of the northern army which took part in the decisive struggle against Napoleon (1813). His participation in the war was somewhat reluctant, but by the Peace of Kiel (1814) he succeeded in compelling Denmark to renounce her claim to Norway.

The **Intellectual Progress** of the country was greatly furthered by the Reformation; but parallel with the national literature thus influenced ran also works of humanistic and Catholic tendency down to the 17th cent. History was as yet uncritical, and it was

only with the grand political developments of the 17th cent. that the language was purified and ennobled. The scholars invited to her court by Queen Christina, a talented and learned princess (p. xlix), gave a great impetus to learning. Swedish history was now zealously studied, but still unscientifically, as witness the 'Atlantica' of *Olaf Rydbeck* (d. 1702), which locates Paradise in Sweden and traces the ancient Gothic kingdom to a son of Japheth.

Georg Stjernhjelm (d. 1672) is regarded as the founder of modern Swedish poetry. The keynote struck by his admirably finished poems, in which humanistic culture and the national genius are happily blended, was followed by numerous successors, inferior in originality, and often influenced by German or Italian pomposity. About the middle of the 18th cent., French taste is brought into vogue, chiefly by the historian and poet *Olof von Dalin* (d. 1763). This school reached its prime under Gustavus III. In 1753 the 'Vitterhets Akademi' (academy of science) had been founded, and in 1786 Gustavus founded the Swedish Academy for the study and improvement of the Swedish language. To this academic school belonged *Kellgren* (d. 1795) and *Leopold* (d. 1829); but a far more popular and truly national poet, who has left his characteristic mark on the last quarter of the 18th cent., was *Karl Michael Bellman* (d. 1795), the singer of sweet and simple ballads, whose 'Fredmans Epistlar' were deemed worthy of a prize even by the Academy. In his drinking and love-songs and his enthusiastic descriptions of national life at Stockholm, he sets all the French rules of composition at defiance, he rejects the old rhetorical character of the Swedish poetry, and delights his readers with his verve and native humour.

Among the noteworthy men of letters and science of the 18th cent. may be mentioned *Count Karl Gust. Tessin* (d. 1770), famous as an art-collector, *Johan Ihre* (d. 1780), the philologist, *Sven Lagerbring* (d. 1787), the historian, and above all *Karl von Linné* (d. 1778), the botanist.

In the domain of art *David Klöker von Ehrenstrahl* (1626-98), a native of Hamburg, is the first important representative of Swedish painting. He had been trained in the Netherlands and in Italy, and was appointed court-painter at Stockholm in 1661. On the other hand most of the Swedish painters of the 18th cent. worked abroad, chiefly in Paris, such as *Gust. Lundberg* (1695-1786), *Nils Lafrensen* (1737-1808), and *Alex Roslin* (1718-93). Influenced by the English school were *Karl Fred. v. Breda* (1759-1818) and *El. Martin* (1739-1818), and of independent Swedish development the landscape-painter *Karl Joh. Fahlerantz* (1774-1861). The first Swedish sculptor of note was *Joh. Tobias Sergel* (1740-1814), a pupil of Larchévêque (p. 315), educated in Paris and Rome, and appointed court-sculptor at Stockholm in 1779.

Continued Union of Norway with Denmark.

When Sweden withdrew from the Kalmar Union (1523), Duke Frederick of Slesvik-Holstein was elected king by the nobles of Jutland as **Frederick I.** (1524-33), and when the deposed king Christian II. appeared in Norway to reclaim his kingdom in 1432 he was treacherously arrested, and afterwards died in captivity (p. xlvii). Frederick thus regained Norway, where he did his utmost to establish the Reformation.

His eldest son **Christian III.** (1533-59) quelled the last rebellion against the new faith and banished Archbishop *Olaf Engelbrechtsson* of Trondhjem who had headed it. He abolished the Norwegian council of state and made Norway a Danish province. Trade now began to prosper, the towns became more important, and the Hansa domination was vigorously checked by *Christopher Valkendorff*, an energetic magnate of Bergen (1536).

Christian's son **Frederick II.** (1559-88) cared little for Norway, which was oppressed by his officials, and the calamitous seven years' war with Sweden (1563-70) sowed a bitter hatred between the countries which lasted for centuries.

His son **Christian IV.** (1588-1648) cared better for his northern kingdom. He granted Norwegian fiefs to Norwegians only. He revised the church ordinances, published a new Norwegian code of laws (1604), opposed the intrigues of the Jesuits, and improved the army. Mining made immense progress; the silver mines at Kongsberg (1624) and the copper-mines of Røros (1645) were opened up. The towns of Christiania (1624) and Christiansand (1641) were founded anew, trading companies formed, the Hansa factory at Bergen strictly controlled, and Greenland and other countries explored. But these benefits were outweighed by the disasters of the Kalmar War with Sweden (1611-13), during which the Norwegian peasantry surprised and almost annihilated the Scottish auxiliaries under Col. Ramsay at Kringlen (p. 84), and still more so by those of the Thirty Years' War, in the course of which Christian IV. was defeated by General Tilly at Lutter on the Barenberg in 1626. In a second war with Sweden (1643-45) Norway lost Jemtland and Herjedalen.

Christian's son **Frederick III.** (1648-70) caused new disaster by taking part in the Swedish-Polish war, with the result that Denmark lost all her S. Swedish possessions (p. 1). In 1661 the Danish Estates empowered the king to revise the constitution, whereupon he declared himself an absolute monarch. Norway was thus placed on an equality with Denmark, the administration was improved, and the revenue increased.

Christian V. (1670-99) renewed the war against Sweden (1675-79), but without success. He framed new codes of law for Denmark (1683) and Norway (1687), but his creation of new counties

and baronies was harmful to Norway. His unjust treatment of his minister *Griffenfeldt*, who was cruelly imprisoned for 22 years, forms a blot on this king's memory.

Under **Frederick IV.** (1699-1730) was waged the great northern war in which the Norwegian naval hero *Peter Vessel* (ennobled as *Tordenskjold*) took a leading part, notably in the naval battle of Rügen (1715) and in the capture of the Swedish fleet at Marstrand (1719). The country gained nothing. On the other hand the finances were improved, the conversion of the Lapps was promoted, and that of the Greenlanders begun.

The reign of **Christian VI.** (1730-46) was peaceful. Trade and navigation throve anew, the fleet was strengthened, a militia organized, and education promoted. But down to the end of the reign Norway was injuriously infected with German Puritanism and suffered severely from the protective law that she should draw her corn supplies from Denmark alone.

Frederick V. (1746-66) ruled as an enlightened despot. The tyranny of asceticism came to an end, and art and science were zealously promoted. The king pensioned the famous German poet Klopstock in order that he might work at his 'Messiah', and kept him at Copenhagen from 1750 to 1770. A mining school was founded at Kongsberg, a mathematical school at Christiania, and a scientific society at Trondhjem. Notwithstanding the preparations for war with Russia, the economic condition of Norway steadily improved. Under the absolute monarchy the Norwegian peasantry throve, their number having risen from 450,000 to 723,000 in 1664. The number of Norwegian ships also increased from 50 to 1150. The exports far exceeded those of Denmark, which enjoyed much less commercial freedom, and whose population had fallen off from the same cause. The Norwegian sense of independence was thus fostered, while intercourse with England and other foreign countries further expanded the national mind and paved the way for striking mental developments.

The authority of the imbecile **Christian VII.** (1766-1808) was wielded by ministers, the first of whom was *Joh. Fried. Struensee*, his German physician (1737-72). Struensee was an enlightened reformer, but as his methods were harsh, and as he showed contempt for the Danes, a conspiracy was organized against him, and he was turned out of office and executed. His successor was *Ove Guldberg*, a Dane, whose policy was exclusively Danish, who entirely ignored the distinct nationality of the Norwegians, and who ruined the finances by a reckless system of banking. But a happier era dawned in 1784, when the *Crown Prince Frederick* assumed the government with *Count Bernstorff* as his minister. When the Danes desired to maintain an armed neutrality in the Napoleonic wars in 1800-1, Great Britain objected and attacked Copenhagen. Six years later Napoleon's scheme of using Denmark's fleet against Great Britain

led to the bombardment of Copenhagen by the British fleet, which resulted in the surrender of the whole Danish and Norwegian fleet.

Under **Frederick VI.** (1808-39) these disasters, aggravated by the over-issue of paper-money, led to national bankruptcy (1813). At the same time Norway was entirely cut off from Denmark by the British fleet. From 1807 onwards Norway had been governed by a separate commission, headed by *Prince Christian Augustus of Augustenburg*, who defended the country so vigorously against Sweden that it lost nothing by the peace of Jönköping (1809). Thus further stimulated, the native love of independence and the liberal principles inspired by the Revolution widened the breach between the Norwegians and the absolutist government of Denmark. A small, but influential party now advocated union with Sweden, a proposal rendered feasible by political events, inasmuch as, by the peace of Kiel in 1814, the Swedes compelled Denmark to cede Norway to them. The union of Norway with Denmark, which had subsisted for more than four centuries, was thus dissolved.

The **Literature** of Norway from the Reformation to the end of the union is inseparable from that of Denmark. To that common literature Norway made important contributions, partly translations of Old Norse sagas and codes of law, but chiefly historical and topographical works. The first Norwegian poet was *Peter Dass* (d. 1708), the still popular author of 'Nordlands Trompet'; but the most important poet of this period was *Ludvig Holberg* of Bergen (d. 1754), the creator of a truly national literature which overthrew the barriers between learned and unlearned. His comedies, such as 'Jeppe', his mock-heroic poem of 'Peder Paars', and his moral romance, the 'Subterranen Journey of Nils Klim', have gained him a European reputation. As a historian also Holberg is noted for his spirited descriptions.

In contrast to the imitators of Klopstock, *Chr. B. Tullin* (d. 1765) wrote idyllic poetry, while French influence was ridiculed by *J. H. Vessel* (d. 1785; the zealous promoter of the 'Norsk Selskab', founded at Copenhagen in 1772) in his 'Kjärlighed uden Strömper' (love without stockings), a kind of parodied tragedy. Lastly may be mentioned *E. Storm* (d. 1794), *J. N. Brun* (d. 1816), *J. Zetlitz* (d. 1821), and the brothers *C. Friman* (d. 1829) and *P. H. Friman* (d. 1839), who laid stress on the national Norwegian style, and who sometimes wrote in dialect.

Among men of science the most eminent are *Bishop Gunnerus* (d. 1773), the naturalist, and *Gerhard Schöning* (d. 1780), the historian, joint founders of the 'Lærde Selskab' of Trondhjem. It was not till 1811 that Norway could boast of her University of Christiania as the centre of her intellectual life and higher education.

Union of Sweden and Norway.

Denmark had renounced Norway (p. lvi), but the Norwegians disputed the king's right to renounce. On 17th May, 1814, a representative assembly held at Eidsvold adopted a new constitution ('Norges Grundlov') and elected *Christian Frederick*, heir to the Danish throne and governor of Denmark, as king of Norway. But the guaranteeing powers, Russia, Britain, Austria, and Prussia, demanded fulfilment of the Peace of Kiel, and a Swedish army proceeded to occupy Norway as far as the Glommen. Christian Frederick then resigned and set sail for Denmark, where he afterwards reigned as Christian VIII. (1839-48). On 20th October the representative convention held at Christiania voted, by 72 voices against 5, in favour of the union with Sweden, and on 4th November **Charles** (XIII. of Sweden) was unanimously proclaimed king. On 10th November the crown-prince Charles John (Bernadotte; p. lii), as regent, on behalf of the king, solemnly ratified the constitution, and in the following year the Act of Union was formally passed.

Charles XIV. John (1818-44) had a difficult task in governing two kingdoms with whose languages he was imperfectly acquainted. As a foreigner, lacking the blood royal, and brought up in the school of the French Revolution, he had to contend against the prejudices of the Holy Alliance. The internal affairs of both countries were very unsettled, and their finances well-nigh ruined. In Norway the aversion of the people for the Union caused frequent conflicts with the Storthing or parliament, but the king's zealous promotion of their material prosperity ultimately won their confidence. From 1836 onwards the post of viceroy or governor was always held by a Norwegian. The revolutionary movements in Sweden of 1830 and 1838 proved unimportant.

Under Charles John's son **Oscar I.** (1844-59; married in 1823 to Princess Josephine of Leuchtenberg) the prosperity of both kingdoms increased, and the king made himself popular in Norway by presenting it with an appropriate national flag. He was also a scrupulous observer of the constitution of that country. He carried out many reforms in Sweden, but vainly endeavoured to effect an amendment of its constitution. His interposition in the German and Danish war regarding Sleswick, which led to the Armistice of Malmö (1848) and to the occupation of N. Sleswick by Swedish and Norwegian troops, was favoured by both of his kingdoms as a patriotic Scandinavian act.

Oscar's eldest son **Charles XV.** (1859-72), a gifted and popular, though pleasure-loving monarch, founded the present representative constitution of Sweden in 1865. In Norway the triennial Storthing was made annual in 1869. In both countries religious equality was extended, and new railways and roads constructed.

A threatened conflict between the parliaments of the two countries was happily averted through the king's influence.

Charles was succeeded by his brother **Oscar II.** (1872-1907; married to Princess Sophia of Nassau), under whom the two kingdoms made rapid strides, both materially and intellectually. But the old Norwegian love of independence gained ground from year to year, revealing itself in a renewed antipathy for the union with Sweden. The king was conciliatory, but proved powerless to avert the dissolution of the union. Having vetoed a bill of the Storthing providing for a separate Norwegian consular service, he was declared to have forfeited their confidence and to be 'out of office', and this resolution was confirmed by a plebiscite of 362,980 votes against 182. After protracted negociations at Karlstad (p. 303), relating chiefly to the frontier-fortresses, King Oscar formally abdicated the throne of Norway and declined the offer of it to a prince of his own house.

Norway and Sweden Independent Kingdoms.

By resolution of the Storthing and another plebiscite, Prince Charles of Denmark (b. 1872; married Princess Maud of Great Britain in 1896), second son of the present king of Denmark and grandson of King Christian IX., was elected King of Norway. On his accession (25th Nov. 1905) he assumed the style of the early Norwegian Kings by taking the title of **Haakon VII.** His coronation took place at Trondhjem on 22nd June 1906. The crown-prince *Olaf* was born in 1903.

On the death of Oscar II. of Sweden on 8th Dec. 1907, he was succeeded by his son **Gustavus V.** (born 1858; married Princess Victoria of Baden in 1881). The crown-prince is *Gustavus Adolphus* (born 1882; married Princess Margaret of Great Britain in 1906).

In both kingdoms the field of **Literature** was sedulously cultivated during the 19th century. Among the older poets of Sweden may be mentioned *Franz Michael Franzén* (1772-1847), the graceful lyric poet, *Per Daniel Amadeus Atterbom* (1790-1855), author of popular romances, *Erik Gustaf Geijer* (1783-1847), the historian, and *Bishop Esaias Tegnér* (1782-1846), whose 'Fridthjofs-Saga' is justly famous. The Finnish poet *Johan Ludvig Runeberg* (1804-77) is the author of admirable lyric and epic poems, especially the glowingly patriotic 'Fänrik Stål's Sägner', which hold high rank in the world's literature. The poems and romances of *Victor Rydberg* (1829-96) are lofty in thought and artistic in form. *Count Carl Joh. Gust. Snoilsky* (1841-1903) deserves foremost rank for national feeling and splendour of diction. Among living poets *Aug. Strindberg* (b. 1849) is specially noteworthy. In his earlier novels and dramas he treats of sexual relations with repellent realism but his latest

historical dramas and tales display deep patriotism coupled with a new-found piety.

In Norway *H. Wergeland* (1808-45) is the first to strive for emancipation from Danish influence. Bjørnson and Ibsen have earned for Norwegian literature world-wide fame. *Bjørnstjerne Bjørnson* (b. 1832) is noted for the strength and freshness of his earlier poems, romances, and historical dramas, and by the radical boldness and depth of ideas in his later sociological plays such as 'Redakteren' (1875), 'En Fallit' (1875), 'Kongen' (1879), 'Over Evne', and 'Laboremus' (1901). *Henrik Ibsen* (1828-1906), who also began with poems, popular tales, and satirical-philosophical plays, has taken the world by storm with his psychological dramas (such as 'Brand', 1866, 'Peer Gynt', 1867, and 'Kejser og Galilæer, 1873), and more so by his realistic sociological plays. Among these (mostly translated by W. Archer) are 'Pillars of Society' (1877), 'A Doll's House' (1879), 'Ghosts' (1881), 'The Wild Duck' (1884), 'Hedda Gabler' (1890), 'Little Eyolf' (1894), 'John Gabriel Borkman' (1897), and 'When we Dead Awaken' (1900). These masterly plays ruthlessly lay bare the shady side of modern life. — The tales and romances of *Jonas Lie* (1833-1908), *Alex. Kjelland* (1849-1906), and *Arne Garborg* (b. 1851) have also met with high appreciation.

The scientific literature of both Sweden and Norway is also rich and important, especially in the domains of history, philology, natural science, and geography. The Arctic explorers *Baron E. A. Nordenskiöld* (1832-1901) and *Frithjof Nansen* (b. 1861), and *Sven von Hedin* (b. 1865), the explorer of Central Asia, have a world-wide reputation.

Scandinavian **Art** was dependent on foreign countries till the end of the 19th cent. *Joh. Chris. Cl. Dahl* (1788-1857), a Norwegian, became a professor at the Dresden Academy and attracted a number of pupils. *Peer Wickenberg* (1812-46), a Swede, won distinction in France. After 1840 Düsseldorf became the seat of the northern painters. Foremost of these were the Norwegians *Ad. Tidemand* (1814-76) and the landscape-painter *Hans Fred. Gude* (1825-1903). The latter migrated to Carlsruhe in 1863, and to Berlin in 1880; among his pupils were *Herm. Aug. Cappelen* (1822-70), *Joh. Fred. Eckersberg* (1822-70), *Morten Müller*, etc. Allied with them were also the Swedes *Bengt Nordenberg* (1822-92), *Ferd. Jul. Fagerlin* (1825-1907), and *Axel Nordgren* (1828-88). Trained at Düsseldorf, *Joh. Ed. Bergh* (1828-80) settled at Stockholm in 1861. At the end of the sixties the fame of the colourists attracted northern artists to Munich and Paris. The Swede *Joh. Fred. Höckert* (1826-46) led the way, and was followed by the Swedes *Nils Forsberg* (b. 1842), *G. v. Rosen* (b. 1843), and *C. Gust. Hellqvist* (1851-90), and by the Norwegian *Lud. Munthe* (1841-96). Under the influence of the open-air style cultivated at Paris, the northern painters have begun since 1880 to develop an independent school, whose chief represen-

tatives have settled in their own country: in Sweden *Karl Larsson* (b. 1856), *Karl Nordström* (b. 1855), *Anders L. Zorn* (b. 1860), and *Bruno Liljefors* (b. 1860); in Norway *Fritz Thaulow* (1847-1906), *Eilif Peterssen* (b. 1852), *Hans Heyerdahl* (b. 1857), and many younger painters. The most eminent of Scandinavian sculptors is the Norwegian *Stephan Sinding* (b. 1846).

Chronological Table.

1. Prehistoric Period: Ages of Flint, Bronze, and Iron (down to ca. 700 A.D.) xl

2. Norway before the Union xli
Harald Haarfager (d. 934), *Olaf Tryggvason* (d. 1000), *St. Olaf* (d. 1030), *Magnus the Good* (d. 1047), *Olaf Kyrri* (d. 1093), *Magnus Erlingsson* (1161), *Sverre* (d. 1202), *Haakon Haakonsson* (d. 1263), *Magnus Lagaboetir* (d. 1280), *Eric Magnusson* (d. 1299), *Haakon Magnusson* (d. 1319).
Intellectual Culture xliii

3. Sweden before the Union xliv
Birger Jarl (d. 1266), *Magnus Ladulås* (d. 1290).
Literature xlv

4. The Union (1397-1523) xlvi
Margaret of Denmark (1387-1412), *Eric of Pomerania* (d. 1459), *Christopher of Bavaria* (1440-48), *Christian of Oldenburg* (1448-81), *Hans* (1481-1512), *Christian II.* (1513-23; d. 1559) — *Engelbrekt Engelbrektsson* (d. 1436), *Sten Sture* (d. 1503).
Literature xlvii

5. Sweden after the Dissolution of the Kalmar Union (1523-1814) xlviii
Gustavus Vasa (1523-60), *Eric XIV.* (d. 1577), *John III.* (d. 1592), *Sigismund* (1592-99), *Charles IX.* (d. 1611), *Gustavus Adolphus* (d. 1632), *Christina* (1632-54; d. 1689), *Charles X.* (d. 1660), *Charles XI.* (d. 1697), *Charles XII.* (d. 1718), *Frederick I.* (d. 1751), *Adolphus Frederick* (d. 1771), *Gustavus III.* (d. 1792), *Gustavus IV.* (1792-1809; d. 1837), *Charles XIII.* (d. 1818).
Intellectual Progress liii

6. Continued Union of Norway and Denmark (1523-1814) liv
Christian III. (d. 1559), *Frederick II.* (d. 1588), *Christian IV.* (d. 1648), *Frederick III.* (d. 1670), *Christian V.* (d. 1699), *Frederick IV.* (d. 1730), *Christian VI.* (d. 1746), *Frederick V.* (d. 1766), *Christian VII.* (d. 1808), *Frederick VI.* (d. 1839).
Literature lvi

7. Union of Sweden and Norway (1814-1905) lvii
Charles XIV. (1818-44), *Oscar I.* (d. 1859), *Charles XV.* (d. 1872), *Oscar II.* (1872-1907).
Literature lviii

8. Norway and Sweden Independent Kingdoms . . . .
Haakon VII., king of Norway since 1905; *Gustavus V.*, king of Sweden since 1907.
Literature and art in the XIXth century. lviii

SOUTHERN, EASTERN, AND CENTRAL NORWAY.

(As far as Trondhjem.)

Route		Page
1.	Christiansand and the Sætersdal	2
	From Christiansand to Christiania	6
2.	Christiania and Environs	8
3.	From Christiania by Drammen to Skien	20
4.	From Drammen by Hougsund and Hønefos to the Randsfjord	25
5.	From Hougsund to Kongsberg and Ulefos *(Telemarken-Hardanger)*	27
	From Kongsberg to the Numedal	32
6.	From Skien by the Telemarken Canal and the Haukelifjeld to the Hardanger	33
7.	From Christiania through the Hallingdal to Bergen by Rail	39
	From Gol-Rolfshus to Lærdalsøren on the Sognefjord	41
	From Hol to Aurland on the Sognefjord	42
8.	From Christiania through the Valders to Lærdalsøren on the Sognefjord	44
	a. Rail from Christiania to Fagernæs	44
	b. From Christiania by Lake Spirillen to Aurdal-Fagernæs	46
	c. Road from Fagernæs to Lærdalsøren	48
9.	Jotunheim	53
	a. From Fagernæs in Valders to Hotel Jotunheim, and by Lake Bygdin to Eidsbugaren	54
	From Nyboden to Lake Gjende	56
	b. From Skogstadt or Nystuen in Valders to Lake Tyin and Tyinholmen or Eidsbugaren	56
	c. From Tyinholmen or Eidsbugaren to Gjendeboden and Gjendeshejm	59
	d. From Gjendeboden to Røjshejm	61
	e. From Vinstra in the Gudbrandsdal to Gjendeshejm	61
	f. From Gjendeshejm to Glittertjejm Glittertind	66
	g. From the Ottadal to Røjshejm. Galdhøpig	67
	h. From Røjshejm over the Sognefjeld to Turtegrø	69
	i. From Tyinholmen or Eidsbugaren through the Melkedal and over the Keiser to Turtegrø	71
	k. From Aardal on the Sognefjord to Vetti. Vettisfos	73
	l. From Vetti to Tyinholmen	74
	m. From Vetti through the Utladal, Gravdal, and Lærdal to Røjshejm	75
	n. From Skjolden by Fortun to Turtegrø	77
10.	From Christiania through the Gudbrandsdal to Stryn on the Nordfjord, Marok on the Geiranger Fjord, or Næs on the Romsdals-Fjord	80
	a. Railway from Christiania by Hamar to Otta in the Gudbrandsdal	80

Route		Page
	b. Road from Otta to Grotlid *(Stryn, Geiranger)*	85
	c. Road from Otta to Aandalsnæs on the Romsdals-Fjord	88
11.	From Domaas in the Gudbrandsdal over the Dovre-fjeld to Støren *(Trondhjem)*	90
	Snehætta 91. — From Austbjerg to Tønsæt	92
	From Bjerkaker to Orkedalsøren	92
12.	From Christiania to Trondhjem by Railway	93
13.	From Christiania to Charlottenberg *(Stockholm)*	97
14.	From Christiania to Gotenburg by Railway	97
15.	From Christiania to Gotenburg by Sea	102

1. Christiansand and the Sætersdal.

CHRISTIANSAND, the largest town on the S. coast, where numerous steamers touch, lies at the mouth of the *Sætersdal*, which is seldom chosen as an avenue to the interior, as the mountain-paths from the head of the valley to Telemarken or the Hardanger Fjord are rough and fatiguing.

Christiansand. — HOTELS. *ERNST'S, by the principal harbour, Vestre Strand-Gade, corner of Raadhus-Gade, with electric light and baths; R. from 2½, B. ¾-2, D. (at 1.30 p.m.) 2½ kr., S. 1 kr. 60 ø. — GRAND HOTEL, Dronningens-Gade, R. from 1½ kr., very fair; SALVESEN, Dronningens-Gade; NORGE.

POST & TELEGRAPH, corner of the Raadhus-Gade and Markens-Gade.

SEA BATHS: *Sølyst*, on the *Odderø* (see below); for men 12-2 and 5-9 (bath 20 ø.). *Warm Baths* by the cathedral (40-80 ø.).

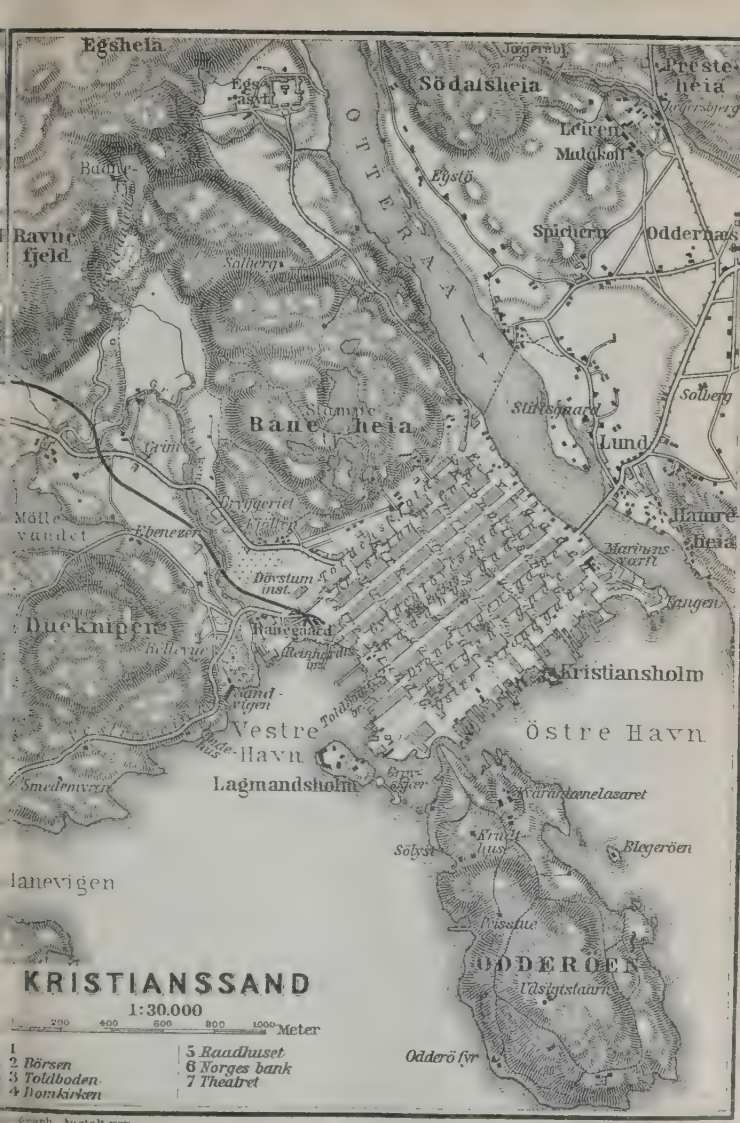
BOOKSELLER, *A. Conradi*, opposite the post-office.

BRITISH VICE-CONSUL, AMERICAN CONSULAR AGENT, and LLOYD'S AGENT, *Mr. Berne Reinhardt*, Vestre Strand-Gade 10.

STEAMERS to *Christiania*, to *Stavanger* and *Bergen* once or twice daily (Com. 218, 224a); to *Frederikshavn* in Denmark daily (Com. 115); to *Copenhagen* weekly (Com. 117); to *Hamburg* twice weekly (Com. 64. 221a); to *London* weekly; to *Hull* weekly; to *Leith* weekly; to *Liverpool* fortnightly; also to *Amsterdam*, *Antwerp*, etc. Small local steamers ply daily to *Arendal-Brevik* and to *Mandal* (Com. 210, 212, 214, 256); also to *Farsund* (Com. 258).

Christiansand, with 15,370 inhab., the seat of one of the five Norwegian bishops and of a district governor, was founded by Christian IV. of Denmark in 1641, and after repeated fires was rebuilt in 1892. It lies at the mouth of the *Otteraa*, or *Torrisdals-Elv*, on a square peninsula, bounded on the N.E. side by the river. The chief harbour, at which the large steamers touch, is on the W. side. Between the Raadhus-Gade and the Gyldenløves-Gade is the *Cathedral* (Pl. 4), rebuilt in the Gothic style since 1880. (Altar-piece, Christ at Emmaus, by Eilif Petersen.)

The ENVIRONS are picturesque. From the S. angle of the town, where the Vestre and the Østre Strand-Gade meet, a bridge crosses to the *Odderø*, a fortified rocky island. The *Sølyst Baths* (see above) lie to the right. The path straight on passes the *Quarantine Hospital* (on a hill to the left) and leads to the right to the *Peisstue* (restaurant). The other parts of the Odderø are not accessible on account of the fortifications.



Graph. Anstalt von Wagner & Debes, Leipzig

Opposite the E. angle of the town, on the left bank of the Otteraa (bridge), is the *Hamreheia* (right), a good point of view.

At the W. angle of the town, near the station of the Sætersdal Railway (see below), begins the Mandal road ('Vestreveien'), leading past the pleasant grounds of the *Bellevue*. Close by are several old Norwegian cottages. The *Dueknip*, ascended thence, affords a fine view. — To the N. of the railway-station, in the Tordenskjolds-Gade, begins the Sætersdal road (see below), shaded at first with lime-trees. To the left, a short way out, lies the *Cemetery*, containing a monument to the Danes who fell in the naval battle of Heligoland (1864). On this side of a bridge across the Sætersdal Railway, $^3/_4$ M. from the town, a road to the right leads to the *Ravnedal*. It passes (10 min.) a pond and ascends a steep rocky slope to the left to (25 min.) the **Ravnefjeld* (view). We descend thence S.W. to ($^1/_4$ hr.) the Sætersdal road, or we may go from the Ravnedal N.E. to the *Egesyl* and return thence to the town.

About 3 M. W. of the Ravnedal rises the *Graamandsheia* (810 ft.). — On the right bank of the Otteraa, $2^1/_2$ M. up, are the '*Omvendte Baad*' (a land-mark) and *Oddersjaa*, commanding the river and its mouth. — Steamers ply twice daily from Christiansand up the *Topdalsfjord*, E. of Christiansand, to *Ronene* and *Böen*, an industrial place on the Topdals-Elv (there and back $2^1/_2$-3 hrs.).

A steamboat and an electric launch ply, S. of Christiansand, to the *Oxø*, with lighthouse and meteorological station, and to the (6 M.) **Flekkerø**, with the *Skjærgaards-Sanatorium* (R. $1^1/_2$-2 kr., B. 70 ø., D. $1^1/_2$, S. $1^1/_4$ kr.), with sea-baths, promenades, and extensive view.

The Sætersdal.

1st Day. Rail to (78 Kil.) *Byglandsfjord* ($3^3/_4$-4 hrs.; fares 3 kr. 90, 2 kr. 5 ø.); Steamer (Com. 483) thence to (35 Kil.) *Ose* ($3^1/_2$-4 hrs.; fare 1 kr. 80 ø.), or, if water permit, 10 Kil. farther to *Langeid* or *Granheim*. — 2nd Day. By Road (skyds) to *Viken*. — 3rd Day. Skyds to *Flateland*, and walk thence, with guide, to ($4^1/_2$ hrs.) the club-hut on the *Store Bjørnevand*. — 4th Day. Walk to *Dalen*, fully 12 hrs. — Or drive (skyds) on the 3rd day to *Bykle*, and walk or ride thence on the 4th day to (10-11 hrs.) *Brødvik*; thence walk or ride (12-14 hrs.) on the 5th day to the *Suldalsvand*. — Public telephones in the Sætersdal up to Viken. Information to be had from the *Kristiansands & Oplands Turistforening* at Christiansand. See also *Abrahamson's Oversigtskart* (1 kr.) and *Abrahamson's Reisehaandbog over Sætersdalen* (3 kr.). The tariff for the tourist-huts is 3 kr. a day for bed and board, or 2 kr. without dinner; at the tourist-stations not much higher.

The *Sætersdal*, a valley running N. of Christiansand, about 230 Kil. (143 Engl. M.) long, watered by the *Otteraa*, is interesting both for its scenery and for its inhabitants, a tall, strongly-built race, who cling to their old habits and costumes.

The light Railway ascends the right bank of the Otteraa, passing many farms. 7 Kil. *Kvernvolden*, with the farms of *Stray*. Near (10 Kil.) *Mosby*, with its cotton-mill, we cross the river. From (15 Kil.) *Vennesla* a short branch-line runs to *Vigeland* and the paper-mill of *Hundsfossen*. Beyond (20 Kil.) *Grovene* we recross the river. 28 Kil. *Reiknes*; 35 Kil. *Iveland*; 39 Kil. *Gaaseflaa*; 44 Kil. *Hægeland*, on the *Kilefjord* (460 ft.). 52 Kil. *Hornesund*;

56 Kil. *Moisund;* 63 Kil. *Hornnes* (Hotel), whence a road leads by *Øvre Daasvand* to Aaseral (5 hrs.; p. 107). We cross a long bridge.

67 Kil. *Evje* (Hot. Dølen). Near it are the nickel and copper mines of *Evje Nikkelværk* and many tombs of the 5th-6th century.

About 17 Kil. N.E., on Lake Høvring, is the tourist-station of *Lauvaas* (1851 ft.; by road to the lake 15 Kil.; then row across the lake or walk round it).

74 Kil. *Systveit.*

78 Kil. **Byglandsfjord** (*Rail. Rest.; Hot. Breidablick*, good, D. $1^1/_2$ kr.), the terminus of the line, lies at the S. end of the *Byglandsfjord*, a basin of the Otteraa.

The Steamboat Journey on the Byglandsfjord is pleasant. The S. part of the lake, enclosed by low but steep hills, is called the *Aardalsfjord*. On the right is the *Aardalsnut* (2494 ft.). We pass the church of *Aardal*, round a promontory with the farms of *Frøirak* and *Berg*, and enter the Byglandsfjord proper. On the right are the steep *Faneklev* and the church of —

Bygland, at the foot of the *Lysheia* (2773 ft.), where the steamer stops after about 2 hrs. The *Sætersdalens Sommerhjem* (820 ft.; pens. 5 kr.; Engl. Ch. Serv. in summer; fishing to be had), $^1/_4$ hr. from the pier, is recommended for a stay.

The navigable channel narrows. Beyond *Urdviken* the steamer passes through a lock (where it remains when the water is low), and under a bridge of the high-road to the *Aaraksfjord*, the N. part of the Byglandsfjord. On the E. bank is the church of *Sandnæs*. On the W. bank, on the high-road, lies *Frøisnæs* (beds at Ole Torbjørnsen's). In 2 hrs. from Bygland the steamer reaches Ose, its last station.

Ose (tourists' quarters at *T. J. Heistad's*), 18 Kil. from Bygland and 15 Kil. from Urdviken by road. One of the farm-houses here has two interesting old Stabbure and several curiosities (bridal ornaments, etc.). A little up the valley is the church of *Osstad*.

The Road follows the W. bank of the river, skirts the *Rustfjeld* (3510 ft.), and passes the gaard of *Langeid*, which the steamer sometimes reaches if the depth of water serves (10 Kil. from Ose; 1 hr.). Good quarters at T. H. Rystad's gaard of *Granheim*, about 4 Kil. from Langeid.

From Granheim a rough mountain-path leads by the ($3^1/_2$ hrs.) tourist station of *Hægsteil* (1870 ft.; quarters) to the ($4^1/_2$-$5^1/_2$ hrs. more) tourist-hut on the *Gaukheivand* (2525 ft.; quarters; fishing to be had), whence we may go (a day's walk in either case; guide and provisions) to the S. to *Aaseral's Hotel* (p. 107), or N.W. to the *Lysefjord* (p. 110).

17 Kil. *Besteland* (modest quarters, with beds for tourists). About 8 Kil. farther on is the church of *Hyllestad*.

At *Flaarenden*, about 15 Kil. from Besteland, the road crosses to the E. bank of the river. Scenery grander. To the left are the *Hallandsfos*, a waterfall with some of the largest 'giant's cauldrons' in Norway, formed by glacier action (one of them 25 ft. deep), and the *Skuggebækfos*, or 'shade-fall' (serving as a clock to the peasants, being in the shade after 2 p.m.).

15 Kil. **Viken i Valle** *(Hot. & Skyds-Stat.).* The church of Valle has an altar-piece by Fed. Barocci. The gaard of *Aamlid*, on the W. side of the river, contains an ancient 'Aarestue' (hut with open fire-place). The *Svarvarnut* (4525 ft.), ascended from Aamlid, is a fine point of view; another is the gaard of *Homme*, near Valle.

From Viken the Bispevei ('Bishop's Way') joins the road mentioned at p. 36 about 6 Kil. S. of *Veum* (12-13 hrs.; horse and guide from Viken to Veum about 14 kr.).

From Aamlid over the mountains to *Aardal* on the Stavanger Fjord (p. 111), two days; guide 12-14 kr.

12 Kil. **Flateland**, where the mountain-route to Dalen diverges (see below). We then ascend to the right by the old *Byklestig*, once a rugged flight of steps, passing the *Bykle Kirke*, to —

32 Kil. **Byklum** (1800 ft.; *Byklums Skyds-Stat.*). Near it is the *Sarvfos*, the highest fall (100 ft.) of the Otteraa; good path, there and back 1 hr., with guide.

About 3 Kil. W. of Byklum lies the *Bosvand* (1750 ft.; 8 M. long; boat for 1 pers. 2, for 2 pers. 3, for 3 pers. 4 kr.), at the W. end of which is *Brattelid i Bykle* (Søren Lund's tourist-stat.). Rough paths, crossing several torrents, lead thence W. to the Hjøsenfjord (p. 111) and N.W. to *Øiestad* on the Suldalsvand (p. 113), each 15-16 hrs. (with guide).

A fair road on the W. bank of the river (horse and guide 8 kr.) ascends past the gaards (where bread, coffee, and milk only are to be had) of (12 Kil.) *Haslemo* and (11 Kil.) *Ørnefjeld* to (12 Kil.) the gaard of —

Bredvik or *Breive* (Knud Olsen Breivik's tourist-inn).

From Flateland to Dalen, $1^1/_2$ day (guide 8 kr., with horse 22 kr.). This is one of the best mountain routes out of the Sætersdal. The path ascends by the gaard of *Rygnestad* (with a 16th cent. 'stabbur' or storehouse) and past the basin-shaped *Vaiagjuv* and the *Lille Bjørnevand* (l.) to the lower end of the *Store Bjørnevand*. There should be a boat here for crossing the lake. If not, we cross the outflow of the lake and walk along the N. bank to the *Bjørnevandshytten* (ca. $4^1/_2$ hrs. from Flateland), a club-hut where the night is spent. Next day we again ascend a little, and then walk on the nearly level hill to *Kjenningsvik*, the first sæter in Telemarken, and past several lakes and sæters and across small streams, to the gaard of *Grimedalen* (ca. 9 hrs. from the club-hut). A good path, with a view of the Bandaksvand, passing near the *Skafse-Kirke*, descends thence to (3 hrs.) *Dalen* (p. 35).

The Pass from Bredvik to the Suldalsvand (13-14 hrs., incl. rest of 2-3 hrs.) is fatiguing and almost necessitates horse and guide (from Bredvik to Roaldkvam 14 kr.). Provisions must be taken. The route leads at first over marshy ground and crosses several streams and torrents, some of which have to be forded. The walk across the huge *Meienfjeld*, where reindeer are often seen, is interesting. In descending from the pass (ca. 3900 ft.) we have frequently to dismount, while the guide leads the horse. We pass vast

snowfields and smooth granite rocks, while around rise snow-clad and icy peaks. By the sæters of *Bleskestadmoen* is a club-hut. Lastly a steep descent to the gaard of *Bleskestad*, whence a good path leads to (6 Kil.) *Roaldkvam* (plain quarters). From Roaldkvam to *Næs* (p. 114), $^1/_2$ hr. by boat ($1^1/_2$ kr.).

Less interesting is the route from Bredvik to the *Børte Hotel*, on the *Børtevand* (p. 36), or up the Sætersdal from Bredvik to (15 Kil.) *Bjaa*, the highest gaard in the valley (beds at Knud B. Bjaaen's), and to *Flaathyl* on the Haukeli Road (p. 37). Each of these routes takes a day.

From Christiansand to Christiania.

STEAMBOATS of the 'Sommer-Postrute' (Com. 21[8]) daily in 20 hrs. (fares 15 kr. 60, 9 kr. 75 ø.); distance, as the crow flies, 39 Norwegian S.M., or 156 Engl. M. (but with the windings far more); 12 stations. For other lines see Com. 64, 67, 74, 77, 80, and 224 a. The voyage is chiefly *indenskjærs*, *i.e.* within the *Skjærgaard*, or belt of islands flanking the coast, where the water is smooth. The distances in Norwegian sea-miles (S. M.) are given from station to station (see Introd., p. vi).

The first station is *Lillesand* (Hot. Norge), with 1330 inhab. (light railway to Flaksvand, 17 Kil.). Then past the *Hombergsund-fyr* to **Grimstad** *(Hot. Victoria)*, a pleasant little town (pop. 2800), 8 Kil. N.E. of which is *Fevig*, a sea-bathing place, where the local steamers only call. We next steer through a picturesque channel, with two lighthouses *(Torungerne)*, between the *Hisø* and the *Tromø*, to the *Galtesund* and —

10 S.M. **Arendal** (*Grand Hotel*, on the quay, R. 2-3, B. $1^1/_2$, D. $2^1/_4$, S. $1^1/_2$ kr.; *Fønix*, by the church, both good; pop. 10,500, incl. suburbs), picturesquely situated on the hill at the mouth of the *Nid-Elv*, a busy trading and ship-building place, with an excellent and animated harbour. The modern Gothic brick church, with its lofty spire, was built by Christ. Fürst. Fine view, from a small terrace planted with trees above the quay, of the small towns of Kolbjørnsvik (on Hisø) and Rævesand (on Tromø), to which small steamers ply. The view from the *Stintehei*, above the town, is more extensive.

Railway from Arendal to Grimstad by *Froland* (Com. 27). — A posting-road leads from Arendal to (11 Kil.) *Brække i Moland* and (18 Kil.) the small seaport of *Tvedestrand* (Fram Hot.), then inland by (14 Kil.) *Uberg* to (18 Kil.) *Simonstad*, at the N. end of the *Nelaagfjord*, amidst fine woods, where the beaver still occurs. A shorter route is by road to (35 Kil.) the Nelaagfjord, and thence by boat (ordered from Simonstad by telephone) across the Fjord. From Simonstad to the *Nisservand*, p. 35.

Farther on, to the left, is the little town of *Barbo*, immediately N. of Arendal. The banks of the *Tromøsund*, through which we steer N., are finely wooded. We pass numerous hamlets and landing-places. Near the N. end of the sound, to the left, rises the *Flangstad-Kirke*. Farther on, the *Mækkelasfyr* marks the entrance to the *Oxefjord* (for *Tvedestrand*, see above). Then past the *Lyngør* to —

6 S.M. *Risør* (Hot. Thiis, Hot. Risør, both well spoken of), with 4000 inhab., beyond which the coast is unprotected for some way.

4 S.M. **Kragerø** (**Central Hotel*, 5 min. from the pier, R. 2, D. 2, S. 1½ kr.; *Grand Hotel;* pop. 5030), a busy trading port opposite the island of that name, has a large church, by G. Bull, and a monument to Prof. Schweigaard (p. 12), a native of the place. Passing the latter, we reach (7 min.) a terrace above the town, with a large school and a bust of Oscar II. (*View). — Apatite, a kind of phosphorite abounding in the environs, yields artificial manure.

From Kragerø a posting-road leads by (10 Kil.) *Steen*, (17 Kil.) *Lenæs* on the *Tokevand*, and (21 Kil.) *Holte i Drangedal* to (18 Kil.) *Bø* (Inn). Beavers are still often found on the *Lille Buvand*, in the Drangedal. — From Bø about 30 Kil. more to *Strand i Vraadal* (p. 35).

The coasting steamers pass through the picturesque *Langesund*, a strait between precipitous rocks, very narrow at the *Kreppa*, the N. end, while the large steamers choose the wider channel past the lighthouse (r.) on *Jomfruland*. **Langesund** *(Central Hot.; Victoria)*, with 1400 inhab., lies on the *Langesunds-Fjord*, which is prolonged N. to Skien by the *Eidanger Fjord* and the *Frierfjord*. To the right rises the lighthouse, *Langesunds-Fyr*.

The Skien (p. 24) and Christiansand and the Skien and Christiania steamers (Com. 244 and 197) ascend the Eidanger Fjord, touching at *Brevik* (p. 24) and *Porsgrund* (p. 24).

Steering out into the open sea, the steamer passes the *Nevlunghavn*, and then enters the pretty approach, past the *Svennørfyr* and the *Fredriksværn-Fyr*, to *Fredriksværn*, with 1300 inhab., once a small fortress. We then steer N. through the *Laurvik-Fjord* to —

7 S.M. (from Kragerø) **Larvik** (p. 23).

Farther on, the steamer passes the mouth of the *Laagen*, rounds the furrowed *Hummerberge*, and crosses the mouth of the *Sandefjord*, at the N. end of which lies the little town of that name (p. 23), with sulphur and sea baths.

The *Færder-Fyr*, on a cliff to the right, marks the entrance to the **Christiania Fjord**, which, with its broad basins, studded with islands, and its river-like reaches, extends N. for about 50 M. Its rocky banks of moderate height, wooded with birches and pines, are enlivened with numerous villages, where the larger steamers do not touch. Geologically it may be described as a rent in the primæval mountains, with sunken layers of Silurian slate and limestone overlaid by huge masses of volcanic rock (syenite, porphyry, and granite). The same varied formation characterizes the whole region from Langesund to the Mjøsen (p. 80).

On the left are the *Tønsberg-Tønde*, headlands where many a ship has been wrecked, at the mouth of the *Tønsberg-Fjord* (p. 22), and the *Tjømø*. On the *Bolæren* (right) is quarried a valuable dark syenite, with veins of iridescent blue feldspar, which, when polished, is known as Labrador.

On the E. coast is the beacon of *Torgauten*. Nearer lies the island of **Hankø**, the most fashionable of Norwegian bathing-resorts, with three hotels (R. 1½-6, D. 2¼, S. 1½, board 3½ kr.), numer-

ous villas, splendid pine-woods, view-tower, and other attractions. (The bath-inspector gives information. Steamers daily to Christiania in 4½ hrs., to Fredrikstad in 1 hr.)

On the W. coast lie *Vallø*, a small industrial town with petroleum-refineries (6 Kil. from Tønsberg, p. 22); *Aasgaardstranden* (Central Hot.), with sea-baths; **Horten** (*Sørbye's Hotel; Victoria;* pop. 8900), with sea-baths; and *Karl-Johansværn*, the chief government dockyard. Railway to Skoppum and Holmestrand, see p. 34.

On the E. bank, behind the island of *Hjellø* or Jelø, lies **Moss** (p. 80), at which some of the larger steamers touch.

On the left opens the Drammens-Fjord (p. 21). We next enter a strait narrowing to ½ M., about 9½ M. long, connecting the outer with the inner Christiania Fjord. On the right lies —

Drøbak (*Grand Hot.; Reenskoug's Hot.*), a pleasant watering-place, with 2300 inhab., numerous villas, and a marine biological station of Christiania University. We pass the fortified islets of *Oscarsborg* and the bleak *Haa-Ø*, beyond which the inner fjord expands. To the N.W. now appear the porphyry ranges of the *Kolsaas* (1227 ft.), the *Skougumsaas* (1130 ft.), and to the W. the *Vardekolle* (p. 21). On the W. bank is the cement-factory of *Slemmestad*. In the fjord are the islands of *Steilene*, with large tanks of petroleum, and *Elgjarnes*, with sea-baths. By the headland of *Næsodtangen* (lighthouse), on the E. bank we sight Christiania, with its palace on the hill, the fortress of Akershus in the foreground, and the Tryvandshøide (p. 19) rising in the distance: a beautiful picture.

We steer past several islands: on the left the *Lindø* and the *Hovedø* (with interesting strata of greenstone); on the right the *Græsholm* and the *Blekø*, where we obtain a fine glimpse of the Bundefjord, with its many country-houses. We land at the *Bjørvik*, the harbour of *Christiania* (see below), on the E. side of the city.

2. Christiania and Environs.

Arrival. The large STEAMERS land their passengers near the Custom House (*Toldbod;* Pl. F, 4; customs-examination on board). — RAILWAY STATIONS: *Øst-* or *Hoved-Banegaard* (Pl. F, 4; customs-examination of registered luggage from Sweden), to the E. of the town, for all the lines except the W. Railway to Drammen, Telemarken, Hougsund, and Krøderen, the trains of which start from the *Vest-Banegaard* (Pl. D, 4). From autumn 1909 the trains to Bergen will start from the Hoved-Banegaard (comp. p. 39). Porters at the railway-stations and at the quay; those with badges only should be employed (for 56 lbs. or less into the town, 50 ø.). Cabs, p. 9. Hotel-omnibuses at the principal trains (75 ø.-1 kr.).

Hotels (comp. p. xxiv). *GRAND HOTEL (Pl. g; E, 3), Karl-Johans-Gade 31, by the Eidsvolds-Plads, R. 3½-12, B. 1, lunch 2½, D. (2·6 p.m.) 2-3 kr.; *VICTORIA (Pl. v; F, 4), corner of Raadhus-Gade and Dronningens-Gade, in a quiet site, R. 3-6, B. 1, D. (2.30 p.m.) 3 kr. — SKANDINAVIE (Pl. s; F, 4), corner of Karl-Johans-Gade and Dronningens-Gade, R. 2½-6, B. 1, D. 2½ kr. — HÔT. CONTINENTAL (Pl. C; E, 3), Storthings-Gade, corner of Klingenberg-Gade, on 2nd and 3rd floor (lift), R. 2-5,

1. Armeeintendent	E.4.5.	11. Historisk Museum	E.3.	21. Meteorolog. Institut	E.2.
2. Athenæum	E.4.	12. Justitsbygningen	F.3.	22. Norges Bank	E.4.
3. Blinde-Institut	B.2.3.	13. Kommunale Kontorer	E.F.3.	23. Nobelinstitutet	C.D.3.
4. Dampkjökken	F.3.	14. Kemisk Laboratorium	E.3.	24. Palcet	F.4.
5. Enkekasse	E.3.	15. Kirkedepartement	F.4.	25. Raadhus	F.4.
6. Frimurerlogen	E.4.	16. Kjerulfs Monument	E.3.	26. Stats-Ministerbolig	D.2.
7. Gasværket	G.3.	17. Krigsskolen	E.2.3.	27. Teknisk Skole	D.3.
8. Geograf. Opmaaling	D.E.3.	18. Regjeringsbygningen	F.3.	28. Tugthuset	F.G.3.
9. Handelsgymnasium	E.3.	19. Kunstforeningen	E.2.3.		

B. 3/4-1, D. 2-3, S. 2 kr., good; H. du Boulevard (Pl. b; E, 3), Storthings-Gade 8, 2nd floor, R. 2-7, D. 1-2½ kr.; each of these two have a café on the ground-floor and a restaurant on the first floor; H. National (Pl. n; E, 3), Storthings-Gade, corner of Tordenskjolds-Gade, 2nd and 3rd floors, R. 1½-6, B. 1-1½ kr.; H. d'Angleterre, by the station, R. 1½-4½ kr.; H. Britannia, by the custom-house. — *Hospices:* Augustin, Toldbod-Gade 24, with lift, R. 1½-3, B. 1, D. 1½, S. 1 kr., good; Hospitset, Rosenkrantz-Gade 1 (Pl. E, 3, 4), R. 1¼-6, B. ¾, D. 1¼ kr.; Missions-Hotel, Kongens-Gade, corner of Raadhus-Gade (Pl. R, F, 4), R. 1-1½ kr.

Private Hotels (generally on the upper floors of large houses, with lifts, and managed by women; in the better houses English or German is spoken): Søstrene Larsen, Karl-Johans-Gade 39, R. 1½-5, B. 1¼, D. 2 kr.; H. Belvedere, Karl-Johans-Gade 35, R. 2-4 kr., B. 70 ø., D. 2, S. 1½ kr.; Nobel, Karl-Johans-Gade 33, R. 2-8 kr.; Søstrene Scheen, Prindsens-Gade 26 b, R. 1½-5 kr., B. 80 ø.-1¼ kr., D. 1¼-2 kr.; Frue Bye, Akers-Gade 26, corner of Karl-Johans-Gade, R. 1½-6, B. 1½, D. 2, S. 1½ kr.; Søstrene Waalen, Karl-Johans-Gade 12, R. 1½-6, B. 1, D. 1½ kr.; Westminster, Karl-Johans-Gade 45, R. 1½-5, B. ¾ kr., well spoken of; Tostrupgaarden, Karl-Johans-Gade 25, R. from 1½ kr.; Bellevue, Kirke-Gade 36, R. 1½-3 kr., B. 1, D. 2, S. 1 kr.; Frøken Meyer, Storthings-Gade 10, R. from 1¼ kr.

Cafés-Restaurants. **Grand Hotel*, **Continental* ('theaterkafeen'), and *Hôt. Boulevard*, with seats in the open air, Eidsvolds-Plads, see above; *Logen*, in the Freemasons' Lodge (p. 12), D. (1-4.30 p.m.) 2-4 kr.; **Frokostbersen*, Kongensgade 33, corner of Karl-Johans-Gade; *Tostrupgaarden's*, Karl-Johans-Gade 25; *Christophersen's Efterfølger*, Bankplads 1. Pleasant in fine weather: *Restaurant in the park of *St. Hanshaugen* (p. 16); **Royal Yacht Club Restaurant*, in the island of Dronningen (with covered terrace), D. 3 kr. — German beer: *Rest. Pilsen*, Tolbod-Gade 8, corner of Dronningens-Gade (Pl. F, 4). — Tea-rooms: *Iris* (Tostrupgaarden, see above), Karl-Johans-Gade 25; *Alliance*, Karl-Johans-Gade 31 (in the Grand Hotel).

Cabs. The fares are for one-horse cabs in the Inner Town, to which nearly the whole area of the Plan belongs. The driver is called '*Vognmand*'. Per drive for 1, 2, 3, or 4 pers. 50, 60, 80 ø., 1 kr.; per hour 1½ kr.; for each pers. more 25 ø. At night (11 p.m. to 8 a.m. from 1st May to 30th Sept.; 10 p.m. to 9 a.m. the rest of the year): 1, 2, 3, 4 pers. 80 ø., 1 kr., 1 kr. 30, 1 kr. 50 ø.; to or from the station, 15 ø. more. Luggage up to 56 lbs. free; overweight 25 ø. — *Motor Cabs*, with taximeters, are stationed at several points in the town.

Tramways (two companies; uniform fare 10 ø.; with transfer to another route of same company 10; to route of the other company 15 ø.). The stations of interest to strangers are by the Storthings-Bygning (Pl. E, 3, 4; p. 11). To the W. of it, in the Eidsvolds-Plads, is the crossing-place of the lines from the *Øst-Banegaard* (Pl. F, 4) to *Skarpsno* (Pl. A, 3) and *Bygdø* (p. 16), to *Majorstuen* (Pl. C, 1; corresponding with the electric line to Holmenkollen; comp. p. 18), and to *Frogner* (Pl. B, 2, 1), which follow the same rails to beyond the Slotspark; also the line from *Munkedams-Veien* (Pl. D, 4) to *Grünerløkken* (Pl. G, 1, 2), *Sandaker*, and *Grefsen* (p. 52); the line from *Homansby* (Pl. D, 2) to *Oslo* (Pl. H, 5), with branch-lines to Vaalerengen and Kampen, also passes close by; then through the Karl-Johans-Gade, on the N. side of the Storthings-Bygning, run the lines from *Fæstnings-Brygge* to *St. Hanshaugen* (Pl. E, 1; p. 16), and from the *Fæstnings-Brygge* to *Rodeløkken* (Pl. H, 1) and *Sagene*, etc.

Post and Telegraph (Pl. F, 4), corner of Kirke-Gade and Karl-Johans-Gade. *Post Office* 8 a.m. to 7.30 p.m.; Sundays 8-9 a.m. and 5-6 p.m. *Telegraph Office* day and night.

Banks (open 10-2). *Norsk Credit-Bank*, Kirke-Gade 24; *Kristiania Bank og Credit-Kasse*, Stor-Torv, W. side; *Norges Bank* (Pl. 22; E, 4), Bank-Plads; *Central-Bank for Norge*, Toldbod-Gade 20. Circular notes changed.

Legations and Consulates. British minister, *Sir Arthur J. Herbert*, Damensveien 79; consul, *Mr. F. E. Drummond-Hay*, Prinsens-Gade 9; vice-consul, *Mr. F. B. Martin*. American minister, *Hon. Herbert H. D. Peirce*, Kronprinsens-Gade 17; consul, *Mr. Henry Bordewich*, Storthings-Gade 14; vice-consul, *Mr. M. Alger*.

Tourist Offices: *Thos. Bennett & Sons*, Karl-Johans-Gade 35; *F. Beyer*, Karl-Johans-Gade 33, corner of Rosenkrantz-Gade (both agents for sleeping-cars); *Thos. Cook & Son*, Karl-Johans-Gade 33. — *Forening for Reiselivet i Norge* (tourists' society), Storthings-Gade 2.

Shops (close at 7 p.m.). Booksellers: *Aschehoug's Boghandel*, Karl-Johans-Gade 43, near the University; *Cammermeyer's Boghandel*, Karl-Johans-Gade 41; *J. W. Cappelen*, Kirke-Gade 15; *Jac. Dybwad*, Karl-Johans-Gade, opp. post-office. — Jewellers (noted for silver and enamel): *T. Prytz*, successor of *J. Tostrup*, Karl-Johans-Gade 25, opp. the Storthing; *D. Andersen*, Prinsens-Gade 12, corner of Kirke-Gaden. — Wood Carving, Embroidery, etc.: *Den Norske Husflidsforening*, Karl-Johans-Gade 45. — Art Dealer: *Blomqvist*, Karl-Johans-Gade 35 (exhibition of pictures; adm. 50 ø.). — Photographs: *Kristiania Kunsthandel*, Karl-Johans-Gade 39. — Photographic Requisites: *Nerlien*, Nedre Slots-Gade 13; *Abel*, Øvre Slots-Gade 7. — Travelling Requisites: *W. Schmidt*, Karl-Johans-Gade 41; *Steen & Strøm*, Prinsens-Gade 23. — Sporting Articles (for hunting and fishing; ice axes; snow-shoes): *Torgersen & Co.*, Storthings-Gade 4, Eidsvolds-Plads; *Hagen & Co.*, Kirke-Gade 19. — Preserved Meats, etc.: *Jensen & Co.*, Torv-Gade 5a; *Bergwitz*, Øvre Slots-Gade, corner of Karl-Johans-Gade; *Oluf Lorentzen*, Carl-Johans-Gade 33.

Steamers, very numerous, from the Toldbod-Brygge, the Fæstnings-Brygge, or the Jernbane-Brygge (Pl. D, E, 7), see 'Norges Communicationer'.

Baths. *Kristiania-Bad*, corner of Munkedamsveien and Ringsgangen, nearly opp. University, with Turkish baths, etc. — Bathing in the fjord: best on the *Bygdø* (p. 16), at *Bygdenæs-Bad* (Pl. A, 5), on the E., to which steamers ply every 1/4 hr. from the Piperviks-Brygge (Pl. B, 7); at *Bygdø-Sobad* (p. 17), on the W., to which steamers from Piperviken also ply hourly, in 1/2 hr. The water of the fjord is only slightly salt. The rise and fall of the tide averages 1-2 ft. only.

Theatres. *National Theatre* (Pl. E, 3; p. 12), from 1st Sept. to 1st June; Ibsen and Bjørnson in August also; orchestra 5, parquet A 3-3 1/2, parquet B 2 1/2-3 kr. — Two small theatres, in winter only: *Central*, Akers-Gade 38, and *Fahlstrøm's*, Torv-Gade 9, near Stor-Torvet, operettas and comedies. — At the **Tivoli** (Pl. E, 3), opp. the National Theatre, concerts and varieties daily (adm. 50 ø., and various extras).

English Church (*St. Edmund's*), **Møller-Gade.** Service at 11 a.m.

Sights. *Art Museum* (p. 12): Sun., Tues., Wed., Thurs., Frid., 12-3, free. At other times apply to the Vagtmester (N.W. side of building; 1/2-1 kr.).

Art Union (Kunstforening; Pl. 19; E, 3), Universitets-Gade 14, corner of Pilestrede; varying exhibitions of modern pictures: Sun. 12-3, week-days (except Sat.) 10-6, 50 ø.

Art-Industry Museum (p. 15): Tues., Wed., Thurs., Frid., 12-3, free; at other times, Vagtmester 50 ø.

Historical Museum (p. 12): historical and ethnographical collection, Sun. 12-3 and 6-8; Tues., Wed., Thurs., Frid., 1-3, free; coins, Sun. 12-3, free; Gjøa collection, Tues., Wed., Thurs., Frid., 11-1, 25 ø.

Norwegian National Museum in the Bygdø (p. 17): daily 11 a.m. to 11 p.m.; collections till 8 only; Sun. 25, week-days 50 ø.; catalogue 40 ø.

Storthing Building (p. 11): in summer daily; apply to the Vagtmester (entrance on S. side, Storthings-Gate; fee 1/2-1 kr.).

Vikings' Ships: Gogstad ship (p. 12), Sun., Mon., Frid., 12-2, free; at other times, Vagtmester 25 ø. (middle building of University). Oseberg ship (p. 14), Sun. 12-3, week-days 11-3 and 5-7, 50 ø.

For Limited Time: Walk through the Karl-Johans-Gade; see *Art Museum* (p. 12), *Vikings' Ships* (p. 12, 14), views from *St. Hanshaugen* (p. 16) and *Oscarshall* (p. 17); take excursion to *Holmenkollen* (p. 19) and steamboat trip on the Fjord (p. 20).

1/09
6-22-

Christiania, or *Kristiania*, the Norwegian capital and seat of government, is beautifully situated at the foot of pine-clad hills,

Mrs. Wilmarth + Celia + D.T.J.

at the N. end of the *Christiania Fjord*, and on the *Akers-Elv*, a small river falling into it (in 59° 54′ N. lat. and 10° 50′ E. long.). The mediæval *Oslo* lay on the E. bank of the river. It was founded by Harald Haardraada about 1050, and was afterwards a settlement of the Hanseatic League. In the old cathedral of St. Halvard several Norwegian kings were interred, and in 1589 James VI. of Scotland was married to Anne of Denmark. After the fire of 1624 Christian IV. of Denmark founded the modern town, to the N. of the old fortress of *Akershus*, and named it after himself. In 1686, 1708, and 1858 Christiania suffered severely from fires. The population (almost entirely Protestant) in 1815 was 11,000, in 1875 it was 96,000, in 1894 it was 183,000, and in 1905 it was 226,472. Its trade is considerable. Half of the imports (meat, grain, textile fabrics, colonial products, coals, etc.) and one-quarter of the exports (timber, packing-paper, paving-stones, herrings and other fish, and ice) pass through Christiania, which owns about 100 sailing-vessels and 200 steamers. In and near the city are many engine-works, nail-factories, ship-building yards, breweries, cotton and paper mills, etc.

The principal street is the Karl-Johans-Gade (Pl. F 4, E 3), extending from the *Øst-Banegaard* (chief railway-station; Pl. F, 4) to the palace at the W. end. Some of the new houses are partly built of beautiful granite, reddish syenite, and 'labrador'. Halfway between the station and the Eidsvolds-Plads, on the right, is the Stor-Torv (Pl. F, 3, 4; 'great market'), known as *Torvet*, with a *Statue of Christian IV.*, by Jacobsen (1874). On the E. side of the Torv rises the —

Vor Frelsers Kirke, or *Church of Our Saviour*, consecrated in 1697, and restored by Châteauneuf of Hamburg in 1849-50. The altar-piece is by E. Steinle of Düsseldorf, and the marble font by Fladager. — In the Torv-Gade, N. of the Torv, is the *Dampkjøkken* ('steam kitchen'; Pl. 4; E, 3), founded in 1858, where about 2000 persons daily get a dinner for 35-50 ø.

Beyond the Stor-Torv begins the busiest part of the Karl-Johans-Gade. Among the handsome buildings may be noticed *Tostrup-Gaarden* (No. 25), designed by Fürst & Hansteen, with labrador stone below and white marble above, and fine wrought iron-work. On the S. side of the street rises the —

Storthings-Bygning (Pl. E, 3), or Norwegian Parliament House, — built in 1861-66 from designs by *Langlet*. The chief façade towards the Eidsvolds-Plads is flanked with two lions in granite by *Borch*. The Storthing ('great assembly') consists of 123 members (41 from the towns, 82 from the country), one fourth of whom form the Lagthing ('law assembly'), a kind of revising committee or upper house, while the remaining members form the Odelsthing. The sittings begin in January. The *Storthings-Sal* contains a large picture by Oscar Wergeland, representing the discussion of the Norwegian

constitution (p. lvii). — In the Akers-Gade, to the S. of the Storthing Building, is a bust of the poet *J. H. Wessel* (p. lvi). Opposite is the *Masonic Lodge*, with café and restaurant (p. 9).

In the EIDSVOLDS-PLADS (Pl. E, 3) is a statue of the poet *Henrik Wergeland* (p. lix), by Bergslien. On the W. side rises the **National Theatre** (Pl. E, 3), erected in 1895-99 by *Henrik Bull*. In front of it are colossal statues of *Ibsen* and *Bjørnson*, by Stephen Sinding; at the back a statue of *Johannes Bruun*, the actor, by Bergslien.

The **University** (Pl. E, 3), founded by Frederick VI. of Denmark in 1811, has five faculties with 65 professors and about 20 lecturers, attended by 1500 students. It consists of three buildings, erected in 1841-53 by *Grosch*, partly as suggested by Schinkel of Berlin. In front of the central building rises a statue of the Norwegian jurist and politician *Ant. Martin Schweigaard* (d. 1870), by Middelthun. The E. wing, '*Domus Academica*', contains the great hall, and the W. wing the *Library* (420,000 vols.).

In the grounds at the back of the central building is a wooden shed containing a **Viking's Ship* of the 9th cent., found in 1889 at Gogstad, near Sandefjord. Adm., see p. 10.

As the ancient Germanic kings were buried with their war-steeds, so the Viking chiefs were laid to rest in their ships with their arms and treasures. The ship exhibited here owes its preservation to the blue clay in which it was imbedded. Its total length from stem to stern is 77 ft., length of keel 66, breadth 16 ft. To the mast in the centre a large square-sail was attached by a pulley. In the third plank from the top are sixteen rowlocks. The rudder was placed on the right side (whence 'starboard', steering side). By the mast was placed the wooden tomb-chamber, probably pillaged at an early period. — A second shed contains fragments of a similar boat, found in Smaalene in 1867, and several old church-paintings from the Hallingdal.

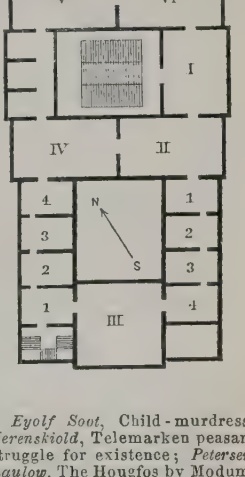
In the Universitets-Gade, N. of the University, is the **Museum of Art** (Pl. E, 3), a brick edifice in the Italian Renaissance style, built in 1879-81 by *Adolf Schirmer* at the cost of the Christiania Savings Bank, and enlarged in 1903-7. The ground-floor contains a large collection of casts. On the upper floor is a picture-gallery which affords a survey of the Norwegian painting of the last century and the present. The pictures bear the names of the artists, but are not numbered. Catalogue 30 ø. The director is Hr. Jens Thiis. Adm., see p. 10.

Upper Floor. — STAIRCASE: *St. Sinding*, Captive Mother, Man and Wife, both works in bronze; *A. Rodin*. Thinker, in bronze. — ROOM I: Sculptures by *G. Vigeland* (b. 1869), incl. Hell, a relief in bronze; on the walls Dutch pictures of the 16th-17th cent., incl. *Jac. Jordaens*, Allegory of the Peace of Westphalia; *Jan Fyt*, Dogs and wolves. To the right we enter a suite of five rooms, lighted from above.

II. ROOM. Danish, Swedish, and other painters: *M. Ancher*, Cape Skagen; *K. Zahrtmann*, Queen Eleonora Christina in prison (p. 417); *J. F. Skorgaard*, Angel moving the water at Bethesda; *A. Zorn*, Rocky islands; *N. Kreuger*, Moor in Öland; *Prince Eugene of Sweden*, Evening landscape; *E. A. Josephson*, Spanish smithy; *B. Liljefors*, Guillemots; *F. J. Fagerlin*, Bachelor's woes; *J. E. Bergh*, Beech-forest; *B. Nordenberg*, Swedish village church; *J. F. Rafaelli*, Street in sunshine; *Claude Monet*, Coast of Etretat in rain; *F. Uhde*,

Actor; *P. S. Krøyer* (p. 417), Concert in a studio. — Opposite the entrance we enter four CABINETS, containing several Italian works of the 17th cent. (such as a good copy of Leonardo da Vinci's Mona Lisa), German of the 16th cent. (*L. Cranach*, *Bart. Beham*), Dutch of the 17th cent. (*Wouverman*, *Hondecoeter*), and German of the modern Düsseldorf School (*A. Achenbach*, *O. Achenbach*, *E. Geselschap*, *C. W. Hübner*, *B. Jordan*). — From the last cabinet we enter —

III. ROOM, which, with two following cabinets, is occupied by Norwegian painters of the early 19th cent., chiefly of the Düsseldorf School (p. lix): (right) *Lud. Munthe*, German landscapes, Norwegian coast; *A. Askevold*, Mountain-lake; *Morten Müller* and *Joh. Chr. C. Dahl* (Dresden), several pictures; *H. A. Cappelen*, Waterfall in Telemarken, etc.; *H. F. Gude*, °Christiania Fjord, etc.; others by *K. Baade* and *Joh. Fr. Eckersberg*. Then scenes from Norwegian peasant-life by *Ad. Tidemand*, such as Wedding in the Hardanger in a landscape by Gude, Meeting of Haugianists, Lonely parents, Bear-hunter. — CABINETS: 1st. *H. F. Gude*, Rocky islands. The staircase adjacent on the left contains several large canvases: *Chr. Krogh*, News of a death, Vikings on the N. American coast in the year 1000; *K. Ucherman*, Flock of sheep ('an enemy coming'); *Ax. Jungstedt* (a Swede), Mines of Dannemora. — 2nd Cabinet (right of 1st): Landscapes by *O. Isaachsen*, *Am. Nielsen*, etc. — In the 3rd Cabinet begins the modern Norwegian School, developed since 1880 (p. lix): *O. Sinding*, Night in the Arctic Ocean; *N. G. Wentzel*, Interior; *N. Gude*, Portrait of his father, H. F. Gude. — 4th Cabinet: *H. Heyerdahl*, Portrait of himself, Old fisherman, Family group; *G. Munthe*, Eggedal.



IV. ROOM. Entrance-wall: *Eilif Petersen*, Mother Utne in the Hardanger; *H. Heyerdahl*, On the Christiania Fjord; *Eyolf Soot*, Child-murdress; *G. Munthe*, Summer day. First end-wall: *Werenskiold*, Telemarken peasant girl, Fru Erika Lie-Nissen; *Chr. Krogh*, Struggle for existence; *Petersen*, Grieg, the composer. 2nd end-wall: *Fritz Thaulow*, The Hougfos by Modum; *Werenskiold*, Peasant's funeral; *Petersen*, Portrait of a woman, Nap in an osteria. — Next Cabinets: 'Mother watches', a group in marble, and 'Tired', in bronze, by *Math. Skeibrok*. Pictures: *J. M. Grimelund*, Mexico dock at Antwerp; *Fr. Kolstø*, Salmon-fishing; *O. Sinding*, Harbour of Reine in the Lofoten Islands; *G. Munthe*, Fantastic scenes from Norse myths, in water-colours.

V. ROOM. Entrance-wall: left, *Chr. Skredsvig*, Pladsen, by Vinje *Eyolf Soot*, Jonas Lie, the poet, and his wife. — 2nd side-wall: *Sven Jørgensen*, Unemployed; *K. Uchermann*, Dog-cart: *N. G. Wentzel*, Breakfast, Dance in the Sætersdal, Confirmation festival. By the exit: *Kitty L. Kielland*, Summer night.

VI. ROOM. Entrance-wall: *Sig. Sinding*, Interior; *E. Ofsti*, Midsummer night. Left wall: *Ed. Munch*, Spring, Portrait of himself. End-wall: *H. Sohlberg*, Summer evening. Second side-wall: *Th. Erichsen*, Landscape in Telemarken.

The **Historical Museum** (Plan 11; E, 3), in the Fredriks-Gade, contains the *Northern Antiquities*, the *Cabinet of Coins* and the *Ethnographical Collection* of the University. Adm., see p. 10.

On the Ground Floor we enter, to the right, the 1st Room: Weapons of the *Flint Period* (to about 1500 B.C.). Interesting unfinished tools in the glass case by the middle window, indicating the method of manufacture. Then axes, spear-heads, and trinkets of the *Bronze Period* (about 1500-500 B.C.). — 2nd Room: Objects from the earlier *Iron Period* (about 500 B.C. to 700 A.D); at the end, gold trinkets and gold rings used as counters. — A passage leads to the 3rd Room, containing relics from the later iron age (*Viking Period*, 8th-10th cent.): weapons, implements, trinkets; among the latter, a number in gold, from Hoen, near Hougsund (p. 25); also a spur with rich filigree work, from Rød on the Christiania Fjord. — We return to the entrance vestibule and mount the stairs to the Central Floor. The *Cabinet of Coins* here consists of over 45,000 coins and medals. Here also begins the *Ethnographical Collection*, formed by the Arctic navigator *Roald Amundsen* during his N. pole and N.W. passage explorations (1903-7). Also Prof. Collett's *Biological Groups*. — On the Upper Floor five rooms contain the rest of the ethnographical collection. Descriptive catalogue 50 ø.

A hut on the other side of the Fredriks-Gade, next to the Chemical Laboratory (Pl. 14; E, 3), contains a well-preserved **Viking's Ship*, found at Oseberg near Tønsberg (p. 10), and carefully restored in 1906. Its dimensions are similar to those of the Gogstad ship (p. 12), but its bow and stern are adorned with carving, dating probably from about A.D. 800.

On a hill at the W. end of the town, in a beautiful park, rises the **Royal Palace** (*Slot*; Pl. D, 3), a long, plain edifice with an Ionic portico, erected in 1825-48. It contains pictures and sculptures by Norwegian artists. Admittance, when the royal family is absent, on application to the Slotsfurér in the S. wing (fee).

In front of the palace rises an *Equestrian Statue of Charles XIV. John* (Bernadotte), by Brynjulf Bergslien (d. 1898), inscribed with the king's motto 'The people's love is my reward'. — In the S.E. corner of the palace-garden is a monument to *N. H. Abel*, the Norwegian mathematician, by G. Vigeland.

The modern quarter (Pl. D, 2), N. of the palace park, named *Homansby* after its founder, consists of villas and pleasant gardens. On the S. side of the palace grounds runs the Drammensvei, No. 19 in which, on the right, is the *Nobel Institute* (Pl. 23; C, 3; comp. p. 317). From the E. end of the Drammensvei runs to the S. the *Victoria Terrace* (Pl. D, 3), with its double rows of shops below and its three lofty turreted dwelling-houses above.

The Akers-Gade leads S. from the Storthing Building to the **Johannes-Kirke** (Pl. E, 4), a brick edifice by *Bull* (1878), with an altar-piece by *E. Petersen*. ('Kirketjener' or sacristan, Akers-Gade 1.) — Opposite the church, to the N., in the Øvre Slots-Gade, is the *Christiania Savings Bank*, a handsome granite edifice, with a colonnaded balcony and characteristic northern sculpture, built by H. Nissen in 1900. — To the S. of the church, in the Bank-Plads, is *Norges Bank* (Pl. 22; E, 4), a new building by Hjorth.

Farther W., Raadhus-Gade 25, is the new *Seamen's Home*. — In the Tordenskjolds-Plads (Pl. E, 4) is a statue, by Axel Ender (1901), of *Peder Vessel Tordenskjold*, commander of the Danish-Norwegian fleet in the northern war (pp. lv, 202).

The **Fortress of Akershus** (Pl. E, 5), besieged in vain by Duke Eric of Sweden in 1310, by Christian II. of Denmark in 1531-32, and by the Swedes again in 1567 and in 1716, is used as an arsenal and a prison (now under restoration). It also contains the garrison-church. Permission to visit the Museum of Artillery and Weapons is obtained at the office of the 'Felttøimester' in the Fæstnings-Plads, opposite the main entrance to the fortress.

In the Akers-Gade, N. of the Karl-Johans-Gade, are the new *Courts of Justice* (Pl. 12; F, 3), where the supreme court sits, and opposite are the new *Government Offices* (Pl. F, 3), completed in 1905. — Farther N. is the **Trefoldigheds-Kirke** (Pl. F, 2), or *Trinity Church*, a Gothic edifice with a dome, partly designed by Châteauneuf of Hamburg, and erected in 1853-58. The interior, a handsome octagon, contains an altar-piece by Tidemand and a font with an angel by Middelthun. — A little to the W., at the corner of the Keysers-Gade and Munch-Gade, is the *Enkekasse* (Widows' Fund; Pl. 5; E, 3).

By the Rom. Cath. *St. Olafs-Kirke* (Pl. F, 2), erected in 1853, the Akers-Gade divides into the *Akersvei*, to the right, and the *Ullevoldsvei*, to the left, the latter leading direct in 10 min., the former past the Gamle Akers-Kirke in 1/4 hr., to St. Hanshaug. — The first house to the left in the Ullevoldsvei, at the corner of St. Olafs-Gade, is the *School of Art and Handicrafts*, which contains the **Art-Industry Museum** (Pl. E, F, 2; entered from St. Olafs-Gade; adm., see p. 10).

On the Ground Floor, to the right, is the library; on the left is the Ancient Norwegian Collection of woven stuffs, notably tapestry (including a piece dating from the 12th cent.), embroidery, trinkets, domestic utensils, etc.; also carved mangle-boards from the Gudbrandsdal (18th and 19th cent.). In the furthest room, in a glass-case, are two bridal crowns from Voss (p. 139) and the Gudbrandsdal; by the right end-wall are casts of the two carved portals of the old churches of Aal (p. 40) and Sauland (p. 30), both of the 12th cent. — We now mount the stairs, made of Norwegian serpentine, to the Central Floor. *Room A:* cups, vases, embossed goblets (including the nautilus goblet of Math. Wallbaum, Augsburg, 16th cent.), and some small utensils. *Rooms B, C:* Chinese and Japanese curiosities. *Rooms D-K:* Furniture, etc.; note in Room F a piece of French Gobelins of the 17th cent. — *Room L:* painted room from a peasant's cottage of 1759, S. Norway. — On the Upper Floor: porcelain, chiefly from Dresden and Copenhagen. Norwegian glasses of the 18th cent., faïence, etc. from Herrabøe by Frederikshald (1760-2); also antique vases and terracottas. In *Room B* are the pulpit, altar, font, etc. of Vor Frelsers Kirke (p. 11), of the 17th and 18th cent. Lastly *Room G* contains specimens of printing and binding.

Between the Ullevoldsvei and the Akersvei rises the cemetery, Vor Frelsers Gravlund (Pl. E, F, 2), well laid out and worthy of a visit. It may be entered by the lower gate and left by the upper. In the central part, about 150 paces E. from the entrance opposite the Frimanns-Gade, a lofty obelisk of labrador stone marks *Ibsen's Tomb*. The mallet is an allusion to his poem of 'The Miner' ('Break me a way to the mountain's heart'). — The *Gamle Akers-*

Kirke (Pl. F, 1), mentioned before 1150, perhaps founded by King Olaf Kyrre, is a Romanesque basilica of the Anglo-Norman type. It was restored in 1861 and 1904-5. It terminates in walls with curious openings like portals communicating with the adjoining choir, transepts, and nave. The 'Kirketjener' lives in the little house to the N.W.

* **St. Hanshaugen**, or 'St. John's Hill' (Pl. E, 1; 280 ft.), is a public promenade, much frequented in the afternoon and evening. Near the lower entrance (electric tram station, p. 9) is a good *Restaurant* (music in the evening), and farther on is a so-called *Sportstue* (p. 19), both timber-built in the Norwegian style. On the top is a reservoir of the city water-works, the tower of which commands an admirable survey of the city, the fjord with its islands, the Ekeberg to the left, Oscarshall to the right, and Frognersæter on the hill to the N.W. The overseer, for whom the visitor rings, names the chief points (fee). Below the reservoir is a seated figure of *Peter Christen Asbjørnsen* (1812-85), the writer of fairy-tales, by B. Bergslien. In the grounds behind the reservoir are a den with two Norwegian bears and several cages with other animals.

The *Botanic Garden* (Pl. H, 2, 3; open till dusk; hot-houses 9-12 and 2-7) affords a fine view of the city from the E. side. The Zoological Collection formerly at the University (p. 12) is to be transferred to a new building here.

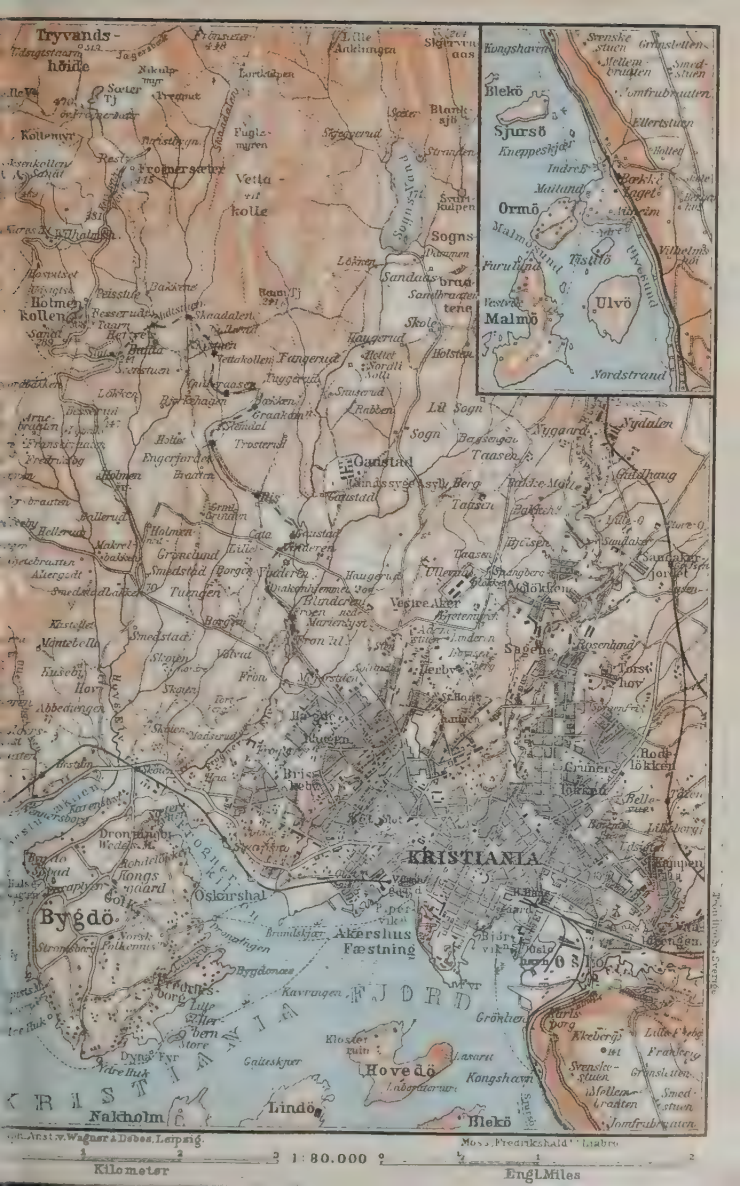
Environs of Christiania.

The Bygdø is best visited either by *Electric Tram* (p. 9), from the stations of Skillebæk and Skarpsno, whence we reach the ferries in a few minutes, or by the small *Steamers* which ply every ½-1 hr. between Piperviken (Pl. D, E, 4) and various points on the Bygdø (fares 10-20 ø.). — The *Railway Station* for Bygdø is *Skøien* (p. 20), 1 M. N. of Oscarhall.

The peninsula of **Bygdø**, to the W. of Christiania, with the royal château of Oscarshall, the National Norwegian Museum, and two sea-bathing resorts, affords a charming object for an afternoon's excursion. The N. part resembles a well-wooded park.

The Electric Tramway follows the *Drammensvei* (Pl. D, C, 3') flanked with villas. About ¼ M. S. of the station of *Skillebæk* (Pl. B, 4), at the end of the *Framnæsvei*, is the pier of the steam-launch (10 ø.) to Dronningen (see below). A finger-post at the station of *Skarpsno* (Pl. 3) points the way to the steam-ferry to Oscarshall (5 ø.; from the pier on the other side we ascend to the left to the château in 5 min.).

The chief stations of the Steamers from Piperviken are on the E. side of the peninsula: 1. Christiania and Bygdø Line: *Bygdønæs Bad* (Pl. A, 5; p. 10; where bath visitors land); *Dronningen* (Pl. A, 4), a rocky islet connected with the Bygdø by a floating bridge and containing the restaurant of the Royal Yacht Club (p. 9; from the W. end of the bridge we reach the Fredriksborg and Oscarshall road); *Oscarshall* (see below; pier adjoining that of the


Tryvands-
höide
Sjursö
Ormö
Malmö
Ulvö
Nordstrand
Oanstad
KRISTIANIA
Akershus
Fæstning
Bygdö
Hovedö
Nakholm
Lindö
Blekö
FJORD
Kongshavn
Moss
Fredrikshald
Landsv.
Kilometer
1 : 80.000
Engl. Miles

above-named steam-ferry). — 2. Christiania and Fredriksborg Line: *Fredriksborg*, a summer-resort on the bay of *Langviken* (Pl. A, 5), with villas and gardens. To reach (20-25 min.) Oscarshall from this point we take the path leading past the Fredriksborg Tivoli to (3 min.) a road, follow the latter to the right, and again turn to the right (¼ hr.) beyond the Norwegian National Museum. — 3. Steamers also ply to the *Bygdø Søbad* (p. 10), on the N.W. bank of the Bygdø. The road thence to (25-30 min.) Oscarshall passes 'Paraplyen' and the Museum.

The château of **Oscarshall** (80 ft.; Pl. A, 4), built in the English Gothic style by *Nebelong* for King Oscar I. in 1849-52, and adorned with paintings by Norwegian artists, is chiefly interesting for the sake of the view. The 'Vagtmester' lives at the back, S.W. side (fee ½-1 kr.).

The Dining Room in the detached building is adorned with Norwegian landscapes by *J. Frich*, above which are ten fine scenes by *A. Tidemand* (p. 13) from 'Norsk Bondeliv', or Norwegian peasant life. — The Drawing Room, on the ground-floor of the château, contains statues of Harald Haarfager, Olaf Tryggvason, St. Olaf, and Sverre, in zinc, by *Michelsen*. — A room on the First Floor contains nine bas-reliefs from Frithjof's Saga, by *C. Borch*, and four fine landscapes by *H. Gude* (comp. p. 116). — On the Second Floor: paintings, wood-carvings, portraits, and relics.

A winding staircase of 28 steps ascends to the flat roof of the château, and 43 steps more to the top of the tower, where we have a charming View of Christiania, its fjord, and environs (best by evening-light).

A road to the W. of the Vagtmester's house leads to (10 min.) the Museum, which may also be reached from Dronningen in 15, or from Fredriksborg in 20 min.; comp. above).

The **Norwegian National Museum** (*Norsk Folke-Museum*; adm. see p. 10; photographing prohibited), opened in 1902, resembling the open-air museum of Skansen near Stockholm (p. 338), affords an insight into the civic and rural life of Norway prior to the era of modern culture.

The *Entrance Gate* is a copy of a town-gate of Bergen of 1628. Straight on we reach an open space with buildings after Christiania models. The first on the left is the *Depot-Hus*, where carts, sledges, and harness from different districts, and stoves and fire-places are exhibited. Opposite is the *Ridehus*, the 32 rooms of which, together with an upper gallery, contain the chief part of the collection: textile fabrics, furniture, pictures, domestic utensils, etc., those from the country being arranged by districts, beginning on the right. The Gudbrandsdal (Rooms 5-7) is very fully represented, and Telemarken (RR. 11-15) shows its peculiar style of art. In the 18th Room begins a series of household articles of the 17th and 18th cent., showing distinct marks of foreign influence, and arranged chronologically. Rooms 28, 29 are devoted to W. Norway, Rooms 30, 31 to N. Norway. Room 32 contains historical memorials. In the upper Gallery are (right) costumes, table-requisites, (left) musical instruments, copper and tin utensils, fayence, glass, trinkets. The *Church* contains

carved and painted altar-pieces, pulpits, and other objects of the 16th, 17th, and especially the 18th cent. Behind the Ridehus are several old cottages from various provinces; the oldest is the *Raulandsstue*, with a carved doorway and Runic inscription earlier than 1300. Passing the church, we may cross the street to the restaurant of *Gildestuen*. — A little higher up, to the N.W., hidden in the wood, is the **Church of Gol* (p. 42), a 'Stavekirke' or timber-built church of the 12th or 13th cent. (comp. p. 28), first mentioned in 1309, brought here in 1884, and freely restored, partly after the church of Borgund (p. 51). Around are several farm-houses, including one from Telemarken, with their original furnishings. The road on the E. side of the National Museum leads past the *Landbrugs-Museum*, a collection of agricultural implements (daily, 10-2 and 4-7), to the old royal **Kongsgaard**, a model farm, with a plain mansion fitted up as a summer residence for the royal family. We may walk thence to (1/4 hr.) the *Sæterhytte*, a restaurant on the *Dronningbjerg*, where the steamers from Piperviken sometimes call.

The Ekeberg. — *Electric Tramway* from the Storthing (p. 9), through the Stor-Torv, to the end of the suburb of *Oslo* (comp. Pl. F G 4, H 5); or *Steamer* from the Jernbane-Brygge (Pl. F, 4) to *Kongshavn* (10 ø.) or *Ormsund* (20 ø.), about 12 times daily; comp. Com. 140, 141.

A few paces beyond the tramway terminus (Pl. H, 5) we reach the point where the Ljabrovei and the Kongsvei fork. The former, to the right, skirts the railway and the fjord. The Kongsvei (left) ascends the slope of the **Ekeberg**. After 12 min. a path to the right ascends to a rocky knoll, which affords a beautiful view (best by morning-light) of the harbour of Christiania with the islands in front of it, and of the Ormø to the S. About 40 paces farther a path to the left leads to other points of view, while the Karlsborgvei, to the right, descends through wood to (5 min.) the restaurant and sea-baths of *Kongshavn* (steamb. stat., see above), situated on the Ljabro road 3/4 M. from the tramway-terminus. — The Kongsvei leads through wood, passing several taverns (to the left, above), to (25 min.) *Bækkelaget*, a group of villas (above the rail. stat. mentioned at p. 98), and on to *Ljan*.

Holmenkollen and Frognersæter. — From *Majorstuen*, the tramway terminus (p. 9; 10 ø.), an electric line runs to *Holmenkollen* (25 min. up, 17 min. down; fare 25 ø.; every 1/4 hr. on week-days, every 7 1/2 min. on Sun.). — From Holmenkollen we walk to (30-40 min.) *Frognersæter*. The excursion takes 3 1/2-4 hrs. in all. — From Holmenkollen omnibus twice daily to Voxenkollen (1 kr.).

The Holmenkollen Light Railway (4 M.; many stations, but cars only stop when required) runs from *Majorstuen* (Pl. C, 1), passing several country-houses, and in view of the *Vestre Akers Kirke*, a Gothic brick church, to the right, to a point near the lunatic asylum of *Gaustad*. The cars ascend, and at *Riis* intersect a new villa-colony. — 2 M. *Slemdal*. The line is hewn in the rock or carried along the slope by embankments. Maximum gradient

1:25. Beautiful pine-wood. The last station is *Midstuen.* We cross the old Frognersæter road (see below) by a lofty bridge and turn S.W. to the terminus at (4 M.) *Holmenkollen* (797 ft.), 1/4 hr. below the hotel.

*Holmenkollen (1040 ft.), with its splendid open view of Christiania and the fjord, is the most popular resort near the Norwegian capital. In winter snow-shoeing ('skiløb') is practised here with great energy. In February there is a three-days' national festival for ski-racing, when the shops and schools of Christiania are closed. Near the top is a *Tourist Hotel*, a handsome building erected by O. Sverre in 1896-7, with a good restaurant (D. 3, S. 1 1/4 kr., or à la carte; R. in dépendance 2-5 kr.). The rooms are adorned with scenes by Norwegian painters. On the slope in front (short-cut from the station), to the right, is a so-called *Sportstue* (café and beer-house). — A lofty 'bautasten' commemorates the visit of Emp. William II. and King Oscar II. on 2nd July, 1890. The road forks here: to the right the 'Keiser Wilhelms Vei'; to the left, leading to the *Sanatorium* (pens. 35-45 kr. per week), 'Kong Oskars Vei'.

From the Kong Oskars Vei a path diverges to the right, on this side of the archway leading into the Sanatorium, and above the Besserud-Tjern (see below) ascends to the left to (15-20 min.) the *Holmenkoltaarn*, a view-tower on the top of the Holmenkollen (1040 ft.). Halfway up, another path ascends to the right to the Voxenkollen.

The Keiser Wilhelms Vei leads from Holmenkollen to the (35 min.) Frognersæter, almost all the way through wood. After 10 Min. we pass the *Peisstue* (rfmts.), on the *Besserud-Tjern* (1015 ft.), an artificial lake, and in 10 min. more, beyond a new chapel, we reach the *Wilhelmshøi Hotel* (D. 2 kr.), just before the road forks to Voxenkollen (see p. 20). A 'bautasten' here commemorates Eivind Astrup, the Arctic traveller, who perished on the Dovrefjeld in the winter of 1895-96. Passing the initials W(ilhelm) and O(skar) cut in the rocks in 1890, we reach (1/4 hr.) the —

*Frognersæter (1410 ft.), the country-seat of the late *Consul T. J. Heftye* (d. 1886), purchased by the city in 1889. It commands a superb view of Christiania and the fjord. The *Restaurant*, to the left, was built in 1891 by H. Munthe, in the Norwegian style (pleasant seats on the upper balcony). To the right are several old timber-buildings from Telemarken and the Hallingdal, and the Villa, which contains a collection of Norse antiquities (adm. 25 ø.). A litte to the E. is a *Sportstue*, or refreshment-room.

The view is more extensive from a scaffolding (with mountain-indicator) on the *Tryvandshøide (1702 ft.), to which we ascend past the *Øvre Frognersæter* in 25 min. In clear weather we see the Telemarken Mts. to the N. (Gausta, p. 31), those of the Hallingdal to the N.W. (Norefjeld, p. 39), and the hills on the Swedish frontier to the E. — From the Øvre Frognersæter a good woodland path leads in 2 1/2 25 min. to Voxenkollen Sanatorium (p. 20).

Walkers may return from the Frognersæter to Christiania by the old road, which descends, immediately E. of the Villa Heftye, through wood to the (½ hr.) station of *Midstuen* (p. 19). It then leads under the electric railway and past a small 'bautasten', erected to Heftye, where it joins the old Holmenkollen road (right), and past the *Fosheim Sanatorium* to (½ hr.) *Stemdal* (p. 18).

The above-mentioned road (from which after ¼ hr. another diverges to the *Voxenkollen Hospice*, p. 19) leads W. from the Wilhelmshøi Hotel, past **Anne Kure's Hotel* (1383 ft.; pens. 4½-7 kr.), to *Voxenkollen* (1540 ft.), a granite rock commanding a fine view (near which is a royal villa), and to (½ hr. from Wilhelmshøi Hotel) Dr. Holm's **Voxenkollen Sanatorium* (1555 ft.; pens., with baths, 42-70 kr. per week).

A pleasant trip on the ***Christiania Fjord** may be taken by the steamer *Turisten* (twice daily from Piperviken, Pl. D, E, 4; 2½ hrs.; fare 2½ kr.; restaurant on board), or by one of the other steamers (Com. 140, 141, 144, 145, 161).

A fine view of Christiania is obtained from the **Hovedø**, S. of the fortress of Akershus (p. 15). The island, which belongs to the fortifications (powder-magazine), contains remains of a Cistercian abbey, founded by English monks in 1147 and destroyed in 1532. Permission to visit the island is obtained at the office of the 'Feldtøimester' (p. 15). Rowing-boat from Piperviken or from Grev Wedels Plads, according to tariff, there and back, 90 ø., 2 pers. 1 kr. 35, 3 pers. 1 kr. 80, 4 pers. 2 kr. 70 ø.

3. From Christiania by Drammen to Skien.

204 Kil. RAILWAY: to *Drammen*, express in 1¼ hr. (fares 3 kr. 45, 2 kr. 25 ø.), ordinary in 2¼ hrs. (fares 2 kr. 05, 1 kr. 75 ø.); to *Skien*, express in 6½ hrs. (11 kr. 90 ø.), ordinary in 7½ hrs. (9 kr. 50, 6 kr. 20 ø.).

The train starts from the W. Station at Christiania (p. 8). Views to the left, where we soon see the beautiful Christiania Fjord and the peninsula of Bygdø, with the white château of Oscarshall. 3 Kil. *Skøien* (p. 16); 6 Kil. *Lysaker*, at the mouth of the *Sørkedals-Elv*.

To the right rise the porphyry hills of the *Kolsaas* (1247 ft.; extensive view), *Skougumsaas*, etc. The Silurian strata are here streaked with thick veins of greenstone, especially near (10 Kil.) *Høvik*, where a vein 2 ft. thick intersects the disintegrated slate. The train skirts the *Enger-Vand*, on the right.

13 Kil. *Sandviken* (Sandvikens Hotel, beyond the bridge over the Sandviks-Elv) is prettily situated on the fjord.

FROM SANDVIKEN TO SUNDVOLDEN (skyds should be ordered by message from Christiania the day before) the road skirts the Sandviks-Elv and then ascends the *Isidal*. On the hill to the left is the old church of *Tanum*, to the right rises the *Kolsaas* (see above). The highest point on the road is 1068 ft. above the sea. 15 Kil. *Sollihøgda*, in wood. By the rocky gateway called *Skaret* our road joins the 'Svangstrandsvei' coming from Lier (p. 21), and then descends to the *Tyrifjord* (p. 25), lying far below. 29 Kil. *Sundvolden* (p. 25).

The train ascends through cuttings and two short tunnels. 20 Kil. *Hvalstad* (219 ft.; Hvalstad Sanatorium), at the foot of the *Skougumsaas* (1130 ft.). It then crosses a timber viaduct, 90 ft. high.

1:500.000
Norsk Mil
Kilom
Engl Miles
Gulsvik
Spirillen
Valders
Stordas
Havers
Pipe Nd.
Jonskl.
Blod Fj.
Gauran
Gjeteryy Fj.
Rime Fj.
Rund-
Skoven
Sjø
Skinnermoen
Kringstad
Graagalten
Snarum
Tyri-Fjd.
Bönsnäs
Krogkleiv
Hönefos
Ringkollen
Ringnes
Hoksætertj.
Smörhaug
Lamans Hus
Bisling
Kollerøen
Katnos
Sandungen
Aggaardsæteren
Klikud
Braaten
Bøggeli
Slotte
Fyllingen
Fyllingstj.
Højaas
Kamphaug
Baahus
Haridalshamaren
Tryvands Hdf.
Bogstad
Kolsaas
Kristiania
Lysaker
Oskarshall
Akershus
Sandviken
Skogumsæ
Næsæen
Svartaas
Rovlands
Kuktop Aas
Fjeld
Horterk
Gjevlekol.
Kardaas
Aastad
Heggen
Tomaas
Kjölstadlie
Formo
Nas
Valnas
Lövnäs
Tynygdal
Slut-Axel
Vannbryn
Nykirke
Kolsrud
Overby
Brække
Gulsrud
Holmedal
Jonsrud
Burud
Burudaas
Sollihögda
Jarnvaaker
Ramsaas
Engen
Tanum
Hvitsten
Akerhuus
Fjærvik
Nässtrandkilen
Hvalstad
Asker
Bærum
Lommedalen
Bjerkaas
Kolsaas
Ullern
Aker
Gjelleraas
Hellerud
Ekeberg
Grefsen
Kjelsaas
Nordstrand
Ljan
Oppsal
Bryn
Stovner
Rommen
Sörkedal
Hovseter
Holmenkollen
Frognerseter
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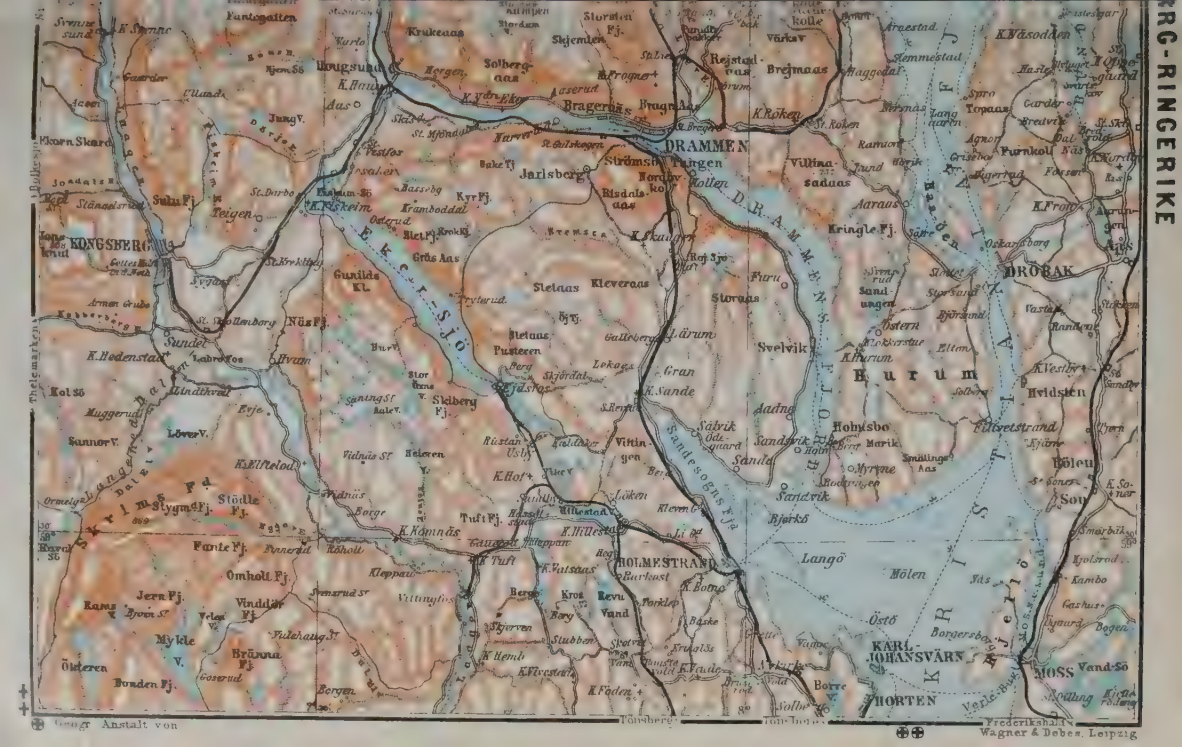

RG-RINGERIKE
DRAMMEN
DRØBAK
KONGSBERG
HORTEN
MOSS
BUSKERUD
Eker Sjö
Hurum
Svelvik
Holmestrand
Sandefjord
Larvik
Skien
Porsgrund
Brevik
Langö
Hölen
Östö
Borgersö
Vand-Sö
Hvidsten
Sandvigen
Purnkol
Vikersund
Krokstad
Modum
Eiker
Lier
Asker
Bærum
Aker
Nes
Gran
Jarlsberg
Strömsö
Bragerön
Solbergaas
Krukeaas
Rejstadaas
Brejnaas
Kroken
Lier
Sundet
Gunilda
Stetaas
Kleveraas
Storaas
Vittingen
Sandsöfos
Sandvik
Hobysbo
Bölen
Soe
Omholt
Vinddal
Mykle
Bunden
Ölteren
Stödle
Styrmö
Tufte
Tuft
Kjerven
Stubben
Fladen
Borre
Tönsberg
Frederikshall
Jarlsberg
Bragerön
Hurum
Eker Sjö
Sandefjords Fj.
Drammens Fj.
Oslo Fj.
Langesundsbugten
Skagerrak
Kattegat
Svinesund
Kongsberg
Drammen
Drøbak
Horten
Moss
Larvik
Skien
Porsgrund
Brevik
Eidsvold
Hamar
Lillehammer
Gjövik
Randsfjord
Tyrifjord
Mjösen
Hvalerbugten
Vänersborg
Trollhätta
Kristinehamn
Arendal
Grimstad
Lillesand
Kristiansand
Mandal
Lindesnäs
Farsund
Flekkefjord
Egersund
Stavanger
Haugesund
Bergen
Christiansand
Skagerrak
Kattegat
Langesundsbugten
Oslo Fj.
Drammens Fj.
Sandefjords Fj.
Eker Sjö
Hurum
Svelvik
Holmestrand
Sandefjord
Larvik
Skien
Porsgrund
Brevik
Kongsberg
Drammen
Drøbak
Horten
Moss
Vänersborg
Trollhätta
Kristinehamn
Eidsvold
Hamar
Lillehammer
Gjövik
Randsfjord
Tyrifjord
Mjösen
Hvalerbugten
Arendal
Grimstad
Lillesand
Kristiansand
Mandal
Lindesnäs
Farsund
Flekkefjord
Egersund
Stavanger
Haugesund
Bergen
Christiansand

Bragernæs-
Aasen
Strømsø
DRAMMEN
Kirke
Station
Kirke
Kirke
Kirke
Skien
Geogr. Anst. von
Wagner & Debes, Leipzig
1:20.000
Mètres
Engl. Mile
Randsfjord
Krederen

23 Kil. *Asker* (340 ft.), with a new church. We skirt the massive *Vardekolle* (1148 ft.), a granite hill to the S.W., and pass the small lakes *Bondivand* (325 ft.) and *Gjellumvand* (315 ft.). At the S. end of the latter is (29 Kil.) *Heggedal*, beyond which we skirt the abrupt *Brejnaas*. Beyond (34 Kil.) *Røken* the line turns sharply to the W. Numerous cuttings.

Beyond a tunnel a striking *View of the Drammens-Fjord and the Lier valley is disclosed to the left, though partly shut out by trees and cuttings. — We then descend through another tunnel and several cuttings, in a long curve, to (46 Kil.) *Lier*.

Branch Line from Lier by *Sjaastad* to (21 Kil.; 1¼ hr.) *Svangstrand* on the *Holsfjord*, the S.W. arm of the Tyrifjord (p. 25). Steamer thence to *Sundvolden* (1½ hr.), see p. 25.

We now run through a fertile tract to (51 Kil.) *Bragerøen*, station for the E. quarter of Drammen, and cross the *Drammens-Elv* and the island of *Møllerholm* or *Holmen*, with its timber-yards, to the principal station.

53 Kil. **Drammen.** — *Rail. Restaurant*, breakfast station. — Hotel Central, opposite the station, entrance in a side-street, with garden and baths, R. 1½-5 kr.; Britannia, near the station; Grand Hotel, near the Bragernæs-Torv, new. — British Vice-Consul, *Mr. Anders Sveaas*.

Steamboats to Christiania daily (Com. 185-183); to Hamburg and Rotterdam occasionally.

Drammen, junction of the Hougsund-Kongsberg, the Hougsund-Hønefos, and the Krøderen lines (pp. 27, 25, 39), a town with 24,500 inhab., picturesquely situated at the influx of the broad Drammens-Elv into the *Drammens-Fjord*, and enclosed by lofty hills, consists of *Bragernæs* on the N. bank, *Strømsø* on the S. bank, and *Tangen* to the S.E. Its prosperity is due to its export of timber, which is nearly one-third of that of the entire country (about 4 million logs annually). It also exports zinc and nickel from Skouger and Ringerike, and wood-pulp from the factories on the Drammens-Elv and the Bægna. The commercial fleet of Drammen is one of the largest in Norway (over 200 sailing-vessels and steamers). Sea-going vessels are berthed at the fine stone quay of Bragernæs.

By the railway-station a *Timber Bridge* crosses the Drammens-Elv from Strømsø to Bragernæs. The fire-station (see below), with its two flagstaffs, is conspicuous on the hill to the right. The bridge leads to the *Bragernæs-Torv*, in which, to the right, are the *Exchange* (with the *Post and Telegraph Offices* behind it; entrance in the Nedre Stor-Gade); then, on the right, the *Raadhus* and *Byret* (court-house), inscribed *Ret og Sandhed* ('justice and truth'). Straight on, passing between two small towers, we ascend the Kirke-Gade to the conspicuous *Bragernæs Church*, a Gothic brick edifice by Nordgrén, built in 1866-71, containing a Resurrection by Tidemand and an Angel over the font by Borch. (The 'Kirketjener' lives in the small white timber house opposite the sacristy, to the left.)

To the E. of Bragernæs Church we reach (12-15 min.) the Brandpostен (fire-station), which affords an extensive survey of

Tangen, Strømsø, and Bragernæs, the island of Holmen with its timber-yards, the valley of the Drammens-Elv, and the fjord. The veranda of the watchman's house is open to the public.

The road then ascends to the (35-40 min.) *Klopkjærn* (754 ft.), a sequestered lake in the wood, which supplies the town with good water. Pleasant grounds (rfmts.). A path ascends to the right in 5 min. to *Prinds Oskars Udsigt.*

A promenade ('Oskarsstien') connects the Klopkjærn with fine points of view on the slope of the *Bragernæsaas*, which may also be reached direct from Bragernæs in 35-40 min. by an easy but shadeless zigzag road ('Albumstien'), with benches and a restaurant. The finest points, Toppen, Furulund, and Breidablik, are marked on the plan. The last affords the best view up the valley, especially at sunset.

About 5 M. S.W. of Drammen (omn. thrice daily, 1¼ kr.), on the *Konerudsaas*, lies the *Konerudkollen Hotel & Sanatorium* (1300 ft. above the sea; baths; good pens. 4-5 kr.). — A fine point of view is the *Storstensfjeld* (1740 ft.; refuge-hut), 7 M. to the N. of Drammen, also ascended from Lier (p. 21).

The train turns S.W. (fine view of Drammen), passes the suburb of *Tangen*, and rapidly ascends (1 : 80) the *Kobberviksdal*, to its highest point (250 ft.) at (63 Kil.) *Skoger*. 69 Kil. *Galleberg;* 73 Kil. *Sande*, with a church, near the *Sandebugt*, of which we get a fine view to the left. The train then skirts the fjord.

86 Kil. **Holmestrand** (*Rail. Rest.; Hot. Societeten*, near the station, R. 2-2½, B. 1, S. 1½ kr.; *Central*, same charges), a seabathing place with 2320 inhab., is prettily situated at the foot of a steep porphyry cliff, to which a zigzag path ascends (view of the fjord). Timber church of 1674. — Branch-line to the W. by *Hillestad* to (30 Kil.) *Vittingfos.*

95 Kil. *Nykirke*. 100 Kil. *Skoppum*, near the *Borrevand;* branch-line hence to *Borre* and (7 Kil.) *Horten*, on the Christiania Fjord (p. 7). — 103 Kil. *Adal;* 109 Kil. *Barkaaker*. To the right we see the château of *Jarlsberg*. Beautiful woods. The train stops at the N. end of the *Tønsberg-Fjord*, and then runs back for 2 Kil., through a short tunnel, to —

115 Kil. **Tønsberg** (*Victoria Hot.*, near the station, R. 2, B. 1, D. 2, S. 1½ kr., good; *Hot. Klubben; Hot. Royal*), with 9330 inhab., long famous for its seafarers, dating from the time of Harald Haarfager. About fifty seal-hunting vessels start annually from this port. Following the Anders-Madsens-Gade near the church (where the 'Vagtmester ved Slotstaarnet' lives in a house on the left), we then ascend to the left to (¼ hr.) the *Castle Hill*, under which the railway tunnel passes. The *Slotstaarn* at the top affords a fine view and contains a few antiquities and whaling implements. — Branch-line to the N., by Hillestad (see above), to (48 Kil.) *Eidsfos* (Eidsfos Hot.), at the S. end of Lake Ekern, with its railway carriage works (comp. p. 27).

SYDL. TELEMARKEN
1: 500.000
NORDSØ
Siljord
Bitterdal
Kongsberg
Drammen
Arendal u. Kristiansand
Mandal
Norsk Mil.
Kilom.
Engl. Miles
Geograph. Anstalt v.
Wagner & Debes, Leipzig.

At (121 Kil.) *Sem* or *Semb* we cross the *Oulie-Elv*. 128 Kil. *Stokke;* 135 Kil. *Raastad*. To the left is *Gogstad* (see p. 12).

139 Kil. **Sandefjord** *(Grand Hot.*, good, R. 2, D. 2, S. 1½ kr.; *Hot. Kong Karl)*, a town with 5030 inhab. and busy shipping, and also a favourite watering-place with sulphur, salt, and iron springs, lies on the fjord of that name. In autumn the sea swarms with medusæ ('maneter'), which are said to be beneficial to bathers. The *Jættegryder* near *Gaard Aasen* are interesting; the largest is 23 ft. deep. Similar 'giant's cauldrons' at the (3½ M.) *Vindalsbugt* may be visited by boat. The whole region between Tønsberg and Larvik is historic ground. At *Hjertnæs* are several 'bautastenar'.

144 Kil. *Jaaberg;* 149 Kil. *Tjelling*, with a view of the Larviksfjord as far as Fredriksværn. We cross the *Laagen* (p. 27) by a long bridge, to the suburb of *Thorstrand*, and pass through two tunnels to —

158 Kil. **Larvik.** — *Rail. Restaurant.* — Grand Hotel, R. 2½-4½, B. 1, D. (at 2 p.m.) 2, S. 1½ kr.; Thora Hansen's Hotel, R. 1¾-3, B. 1¼, D. (at 1.30 p.m.) 2, S. 1½ kr., both near the station and the pier; Larviks Hotel. — Larviks Bad, with mineral and sulphur springs and mud-baths; board 18 kr. weekly, 64 kr. monthly, R. 20-50 kr. per month. 'Kurpenge', or visitors' tax, 22 kr. per week, 90 kr. per month. — Sea Baths, W. of the harbour. — *British Vice-Consul*, Chr. Nielsen.

Larvik, *Larvig*, or *Laurvik*, formerly the capital of a county, with 10,400 inhab., and its suburbs *Langestrand* to the W. and *Thorstrand* to the E. (with bottle-works), are beautifully situated on the *Larviksfjord*, near the mouth of the *Laagen*, a noted salmon-river.

The station is on the harbour, which the railway skirts. Pleasant walk on the long piers. The streets running inland ascend to the **Bøgeskov*, a fine beech-plantation behind the highest houses to the N. of the town. Near the entrance are a café and a pavilion, where a band often plays. One of the walks in the wood leads from the pavilion to the right (N.E.) to a fine point of view overlooking the Farisvand. Another walk is from the station E. to *Larviks Kirke* (view of the fjord) and *Herregaardsbakken* (in all 1½-2 hrs.). — The large building to the S., conspicuous from the sea, is the old manor-house of *Fritsøehus*.

The train (views to the right) crosses the *Faris-Elv* (which drives the *Fritsøe Jernværk* and other factories), ascends to the *Farisvand* (69 ft.; about 8½ sq. M.; 420 ft. deep), and skirts its W. bank, passing through many short tunnels. Pleasing field and woodland scenery. — 169 Kil. *Tjose;* 182 Kil. *Aaklungen*, on a small lake (135 ft.). Then several other lakes. 188 Kil. *Bjørkedalen* (235 ft.).

192 Kil. *Eidanger*, ½ hr. from the station, pleasantly situated in woods at the N. end of the Eidanger Fjord (sea-bathing).

From Eidanger to Brevik, 9 Kil., railway in 22 min. (fares 45, 30 ø.), at first through fine woods. 2 Kil *Nystrand* (Eidanger Hotel), on the Eidanger Fjord, the W. bank of which the train skirts. 6 Kil. *Heistad*. — Brevik *(Hot. Stiansen)*, with 2530 inhab., is charmingly situated at the S.E. end

of a rocky peninsula which separates the Eidanger Fjord from the *Friersfjord*. Opposite, to the S., is the little town of *Stathelle*. — From Brevik steamers ply to Christiania (Com. 197, 198, 199) and Christiansand (Com. 244).

195 Kil. **Porsgrund** (*Stiansen's Hotel; Victoria*, an old mansion, plainly fitted up, 5 min. from the station, good, R. 2 kr.; British Consul, *J. W. M. Franklin*), a town of 5220 inhab., lies on both banks of the *Skiens-Elv*, which descends from the Nordsjø and falls into a bay of the *Friersfjord* 1½ M. below the town, bringing yearly 1½ million logs of timber to the sea. Porsgrund is noted for its porcelain.

We ascend the left bank of the broad Skiens-Elv, through a smiling district with many farms, and pass through a tunnel.

204 Kil. **Skien.** — *Høyer's Hotel, with electric light and baths, R. 2¼-5, B. 1½, D. (2-5 p.m.) 2¼, S. 1½ kr.; Royal Hotel, R. from 1½, B. 1, D. 2, S. 1½ kr., good; both near the station and the quay; Grand Hotel, Telemarks-Gade, with view of the quay of the Telemarken steamers, with baths and electric light, good. R. 1½-5, B. 1¼, D. (2.30 p.m.) 2, S. 1½ kr.; H. Turisten, R. 1½, B. 1¼, D. 2, S. 1½ kr. — *Café-Restaurant* in the *Festivitets-Lokal* (also warm baths, 50 ø.-1 kr.). — Post Office, Torv-Gade, near the harbour.

Steamers. To Telemarken twice daily (once on Sun.), both to *Ulefos-Dalen* (Com. 470) and to *Ulefos-Hitterdal* (p. 28; Com. 468); pier above the Damfos, ½ M. from the rail. stat. (cabs in waiting). — Sea-going steamers daily to *Porsgrund*, *Langesund*, and *Christiania* (Com. 197, 198, 199).

Skien (pron. *Shane*), the railway terminus, a commercial and industrial town with 11,870 inhab., founded as *Skida* in the 14th cent., repeatedly burned down (last in 1886) and rebuilt, was the birthplace of the dramatist Henrik Ibsen (1828-1906). It lies on the N. bank of the *Skiens-Elv*, which descends from the Nordsjø, breaks through a rocky barrier in two falls, and then forms a roomy harbour. In the Jernbane-Torv, by the harbour, are the *Railway Station* and the *Raadhus*, with arcaded porch. The broad Prindsens-Gade ascends hence to the new *Church*, a Gothic brick building by J. H. Bergh, with two lofty slate-covered spires. The square in front of the church is adorned with a *Bust of Ibsen*, by Visdal. Adjacent is *Skien's Festivitets-Lokal*, with a public library, baths, and café.

From the Grand Hotel the street named 'Broerne' (quays) leads to the *Damfos* and the *Klosterfos*, the two waterfalls mentioned above. On an island between them formerly stood the nunnery of *Gimsø*, founded in 1110.

On the steep *Bratsbergklev*, S.E. of the town, are the ruins of the *Bratsberg Chapel*, which has given its name to the whole province (fine view by morning-light). It is reached from the station in 20 min. by the Nedre Skotlandsvei and a flight of wooden steps.

4. From Drammen by Hougsund and Hønefos to the Randsfjord.

89 Kil. Railway (express has through-carriages from Christiania) to *Hønefos* in 2½-3 hrs. (fares 3 kr. 55, 2 kr. 30 ø.), to *Randsfjord* in 3¼ 4 hrs. (4 kr. 15, 2 kr. 65 ø.). — Steamer from Randsfjord to Odnæs, see p. 26.

Drammen, see p. 21. The Randsfjord line (views to the right) ascends the broad valley of the Drammens-Elv. 2 Kil. *Gulskogen*; 11 Kil. *Mjendalen*.

17 Kil. **Hougsund** (*Rail. Rest.*), junction for *Kongsberg* (p. 27; change). To the W. rises the Jonsknut (p. 27). Near Haugsund is the *Hellefos*, a fall of the Drammens-Elv, with salmon-fishery.

The Randsfjord train turns N., still ascending the Drammens-Elv. Beautiful scenery. Views on both sides. Several fine waterfalls. 22 Kil. *Burud*; 27 Kil. *Skotselven*, with a wood-pulp mill. We cross the Drammens-Elv, which here forms the *Døviksfos*. — 33 Kil. *Aamot*, on the left bank. A suspension-bridge crosses to a large saw-mill, driven by the fall of the *Simoa* descending from the Sigdal, and to the *Nykirke*. Scenery very fine. Farther on, the *Snarums-Elv* descends from the Hallingdal. We recross to the right bank. 39 Kil. *Gjeithus*, with the *Gravfos* and a large paper-mill. Pretty walk to the *Hirsdal* with the *St. Olafsgryder*, 'cauldrons' of the ice-period.

43 Kil. **Vikesund** (*Krona Hot. & Skyds Stat.*, modest), junction for Krøderen (p. 39), lies at the efflux of the Drammens-Elv from the *Tyrifjord*. A long bridge crosses the river to the church of *Heggen*.

To the W. of Vikesund lies (4 Kil.) **Bad Modum**, with a chalybeate spring (*St. Olafskilde*), mud-baths, etc. (pension, incl. baths, medical advice, etc., from 6 kr.). Beautiful wood walks, with views, to the *Kaggefos* and other falls of the Snarums-Elv. This district is the scene of many traditions of St. Olaf. About 5 Kil. W. are *Cobalt Mines* (closed) and the *Haugsfos*.

We skirt the W. bank of the **Tyrifjord** (200 ft.; area over 51 sq. M.; depth 920 ft.), with its many arms, the fourth largest of the Norwegian lakes.

On a bay of the E. bank of the Tyrifjord lies **Sundvolden** (*Hot. Sundvolden*, R. 1½-4, B. or S. 1¼ kr.), reached by road from Sandviken (p. 20) or by steamer from Svang trand (p. 21). From Sundvolden we may ascend the ***Krogklev** (1452 ft.). The path ascends through a gorge to (¾ hr.) *Klevstuen*, a rustic inn, then to the right, following the white crosses on the trees, to (25-30 min.) **Kongens Udsigt* (King's View; 1243 ft.). Beautiful view of the fjord and the district of Ringerike.

The numerous islands in the fjord are said to be stones once vainly hurled by a giantess at the church of Steen. — From Sundvolden to Hønefos 14 Kil. (carr. at the inn). The road crosses the *Krogsund* by a long embankment. It passes the ruined church of *Steen*, the tumulus of King Halfdan (d. 860), and then *Norderhovs Kirke*, with a memorial stone (to the left) to the pastor's wife Anna Kolbjørnsdatter, by whose stratagem in 1716 the Swedish Col. Löwen was captured.

52 Kil. *Nakkerud*; 58 Kil. *Skjærdalen*, with saw-mills, and near it *Ringerikes Nikkelværk*; 65 Kil. *Ask*. The train quits the Tyrifjord.

71 Kil. **Hønefos.** — *Glatved's Hotel, 1/2 M. from the station (omnibus 50 ø.), with baths, electric light, garden on the Bægna, host speaks English, R. 2-6, B. 1 1/4, D. 2 1/2, S. 1 1/2 kr.; Grand Hotel, nearer the station; Jernbane Hot., at the station. — *Skyds* to Sundvolden (p. 25) cariole 3 1/4, carr. for 2, 3, or 4 pers. 6, 8, or 10 kr.; to Sandviken (p. 22) for 2, 3, or 4 pers. 18, 22 1/2, 25 kr. — *Engl. Ch. Service* at Glatved's Hotel.

Hønefos (314 ft.), a little town of 2340 inhab., lies at the confluence of the *Bægna* or *Aadals-Elv*, which descends from Lake Spirillen, and the *Rands-Elv*, coming from the Randsfjord. These rivers form the *Stor-Elv*, which falls into the Tyrifjord. The Bægna-Elv, the larger of the two, has two falls, together known as the *Hønefos*.

From the station we descend the street to (5 min.) the market place, and then turn to the left to the bridge which crosses the Bægna close to the falls. Though spoiled by saw-mills, flour-mills, and factories, the falls are imposing, especially in May and June when swollen by the melting snow. On the left bank, above the bridge, is a channel which conveys timber to the mills. Glatv ed's hotel is 6 min. below the bridge.

A road on the left bank of the Bægna leads in 1 hr. to the *Hofsfos*, another cascade, close to the railway to Heen (carr. 4 kr.; to Heen, 6 kr.).

The *Ringkollen (2268 ft.), 5 M. E. of Hønefos, is an admirable point of view (there and back 5 hrs.; cariole 5 kr.; carr. for 2, 3, or 4 pers. 8, 10, or 12 kr.). The road leads by *Gjermundbro*, and ends at the *Gjermundbro-Sæter* (tourists' hut). Walk to the top 3/4 hr.

At Hønefos the Randsfjord railway will be crossed by the new line to Bergen (p. 39). Our train ascends and crosses the Bægna.

78 Kil. **Heen** (*Jernbane Hotel*, *Anderson's Hotel*, both by the steamboat-pier, 1/2 M. from the station, very fair), with several mills. Travellers alight here for the *Lake Spirillen Steamer* (p. 46).

*Turning E., the train skirts the *Højaas* (1490 ft.) and the *Askelihoug* (1503 ft.), traversing a sequestered wooded district.

89 Kil. **Randsfjord Station** (*Hot. Berger*, by the station; *Randsfjord Hot.*, 5 min. further, on the opp. bank) lies on the *Rands-Elv*, at its efflux from the S. end of the Randsfjord. A bridge crosses the broad river to *Hadelands Glasværk*, which employs many Bohemian hands. — The pier of the lake-steamers is close to the station. (To Odnæs 4 1/2-5 1/2 hrs.; fares 4 kr., 2 kr. 80 ø.; restaur. on board; Com. 452.)

The **Randsfjord** (446 ft.; 45 M. long, 52 sq. M. in area, and 355 ft. deep) is bounded on the E. by the fertile *Hadeland*, and on the W. and N. by *Valders* and *Land*. The banks, rising gradually to 2000 ft., well cultivated at places, and wooded at the top, are somewhat monotonous. The steamer stops at many stations; *Røikenvik* (Hotel), *Hov*, and *Fluberg* are rail. stations also (comp. 45).

The inns at *Odnæs* (p. 45) are 8 or 10 min. from the pier.

5. From Hougsund to Kongsberg and Ulefos

(Telemarken-Hardanger).

Railway to *Kongsberg*, 28 Kil., in 1 1/3 hr. (fares 1 kr. 45, 80 ø.). — Road from Kongsberg to *Notodden*, 28 Kil., a drive of 4 1/2 hrs.; stolkjærre for 1 or 2 pers. 6 1/2 or 9 1/2 kr.; carr. and pair for 2, 3, or 4 pers. 14 1/2, 16 1/2, 19 kr. — Steamer from Notodden to Ulefos (Com. 463) twice daily in 2 1/2 hrs.; fare 2 kr. 30 ø.

A visit to the *Rjukanfos* (p. 30), which has been sadly spoiled by the electric and saltpeter works, will hardly pay any more. New railway-lines are being constructed from Notodden to Tinoset and from Fagerstrand to Fosso (p. 29), on account of these works. The two lines will then be connected by large ferry boats on the Tinsjø.

Hougsund, see p. 25. The Kongsberg train affords the finest views to the left. 5 Kil. *Vestfossen*, with factories; 7 kil. *Flesaker*, on the *Ekernvand* or *Fiskumvand* (58 ft.; steamer twice daily to Eidsfos, p. 22), bounded by lofty mountains on the E. 11 Kil. *Darbu;* 15 Kil. *Krekling* (412 ft.). Farther on we have a fine view of the mountains to the S. 22 Kil. *Skollenborg* (540 ft.); 1/4 hr. to the S.W. is the *Labrofos*, 131 ft. high, a fall of the *Laagen*, which the train now approaches. Sterile soil, chiefly granitic sand. To the left rises the *Skrimsfjeld* (2851 ft.). Near Kongsberg the Laagen forms the *Hammerfos*, which works a government arms-factory.

28 Kil. **Kongsberg**. — *Grand Hotel, on the left bank, near the station, R. 1-3, B. 1 1/4, D. (1.30 p.m.) 2-3, S. 1 1/2 kr.; *Victoria, in the W. quarter, right bank, R. 1 1/2-6, B. 1 1/2, D. 2 1/2, S. 1 1/2 kr. Both hotels have omnibuses at the station, baths, etc., and are often crowded in summer. English, French, and German are spoken.

Kongsberg (488 ft.), a town of 5670 inhab., on both banks of the swift *Laagen* or *Laugen*, in the S. part of the *Numedal* (p. 32), owes its origin and its former prosperity to the neighbouring silver-mines, discovered in 1623 in the reign of Christian IV., but now almost worked out. Most of the houses are timber-built, but the large *Church* of the 18th cent., by which rises a monument (1883) to Christian IV., and the *Raadhus* are of stone. In the *Smeltehytte*, or smelting-works, specimens of the ore may be purchased. The Laagen is crossed by two bridges. The *Udsigt* (1/4 hr. W.) commands a good view of the town, and S. over the valley of the Laagen. The names of two of the mines, 'Gotteshilfe in der Not' and 'Armengrube', recall the Saxon miners once employed.

The **Jonsknut** (2979 ft.), about 2 M. to the W., is ascended from Kongsberg in 4 hrs. (there and back 6-7 hrs.). We follow the mining road by Saugrenden to 'Kongens Dam', and walk thence to the top in 3/4 hr. A path indicated by red and white marks leads from the Jonsknut, by the *Li-Sæter*, the *Nor-Sæter*, and the *Selsli-Sæter*, to (7 hrs.) Bolkesjø (see below).

From Kongsberg by Bolkesjø to Tinóset. 52 km. The road ascends the Numedal (p. 32) on the right bank of the Laagen for 5 Kil., turns to the left into the *Jondal*, and ascends through pines on the right bank of the *Jondals-Elv*. Farther on we cross the river. After a drive of 4 hrs. or a walk of 5-6 hrs. we reach the highest point of the route (1790 ft.), where we obtain a striking view of the mountains of Telemarken, particularly the Lifjeld (p. 31) and the Gausta (p. 31), which appears like a blunted cone

25 kil. (pay for 36) **Bolkesjø** (1287 ft.; *Hotel & Sanatorium*, R. 2-3, B. 1¼, D. 2-3, S. 1½ kr.; *Grand Hotel*, same charges, both good) lies above the little lake of that name (1030 ft.) and commands fine views; below, farther S., lies the *Folsjø* (740 ft.); to the N. rises the *Bleifjeld* (4488 ft.).

We ascend, passing the farms of *Hellеberg*. Fine views of the valley to the left. After an hour's drive a road diverges to the right to the church of Hovin (about 20 Kil. N.; p. 29). Our road turns S.W., passing several lakes on the right. Then a rapid descent to the *Tin-Elv*, which we cross an hour later at *Kirkevolden*, near the church of *Gransherred*, where we reach the Hitterdal road (p. 29).

27 Kil. (pay for 36) *Tinoset*, see p. 29.

The Telemarken-Road, after about 4 Kil., turns W. into the dale of the *Kobberbergs-Elv*. To the right rises the Jonsknut (p. 27). We ascend the wooded *Medheia*, and after 2-2½ hrs. reach *Jerngruben* (1352 ft.; tolerable inn), where the horses rest for ½ hr. The road still ascends, and then traverses the plateau (1476 ft.) in numerous undulations. Quitting the forest it descends into the Hitterdal. Beautiful view: in front the Telemarken Mts., the *Himingen* (3448 ft.; p. 29), and the *Hæksfjeld*, to the left the Hitterdalsvand. A tablet calls attention to the view of the Gausta. Our road unites with the Skien road on the E. bank of the *Hitterdalsvand* (p. 29).

28 Kil. (pay for 36) **Notodden** (*Hot. Furuheim*, good, R. 2, B. 1¼, D. 2½, S. 1½ kr.; *Victoria*, commended) lies near the N. end of the Hitterdalsvand. A few hundred paces further the road crosses the *Tin-Elv*, which, 5 min. above the bridge, forms the ***Tinfos**. The huge volume of water descends in three cascades about 65 ft. high. It supplies several factories with motive power. One of these manufactures saltpetre from the nitrogen of the air by means of electricity, according to the process of the Norwegian engineers Birkeland and Eide.

About 6 Kil. from Notodden, on the right, rises ***Hitterdals Kirke**, the largest of the existing twenty-four mediæval Norwegian 'Stavekirker', or timber-built churches. It dates from the 13th cent., and is first mentioned in 1315. The architecture and ornamentation of these singular churches belong to the 12th cent., the plan, so far as difference of material allows, being that of Anglo-Norman churches of that period (comp. p. 16). To the rectangular body of the church is added a square choir ending in a semicircle. The broad and lofty nave is separated from the low aisles by wooden columns. Over the gabled roof of the nave rises a square gabled tower, which terminates in a slender spire. The dragon-head ornamentation of these gables resembles that of a ship's prow. The roof of the choir is lower and is surmounted by a round turret. Round the whole building runs a low arcade *(Lop)*, probably used as a shelter in bad weather before or after service. The capitals of the columns and the doors and door-frames are embellished with elaborate and fantastic carvings, representing dragons and other figures. The interior was adapted to modern use in 1850, and has

Voringsfos \ Hardanger 1:500.000
Norsk Mile
Engl. Miles
Kilom.
Haukelid, Kåldal (Hardanger)
Sauerflot
Gugvard Eggen
Haukelid Heiene
Totak V.
Vinje
Skafso
Dalen
Brands N.
Enden Fj.
Gras N.
Grungedal
Bakken
Attnas
Dale
Gausta
Tuddal
Fol Sjö
KONGSBERG
Hitterdal
Flatdal
Skorve Fj.
Mel Fj.
Himingen Fj.
Flesberg
Hjartdal
Medheia
Lifjell
Gyran N.
Vefald
Vreimo
Bö
Haugen
Geograph. Anstalt von Wagner & Debes Leipzig
(Moser Vand)
(Skien, Langesund)
Skien
NORDL. TELEMARKEN

lost part of its primitive character by the insertion of windows. The nave contains twelve columns and the choir four. The key ('Nøglen') is obtained at the parsonage, opposite the entrance.

The **Hitterdalsvand** (50 ft.; 12 M. long) is uninteresting. The steamboat-pier (p. 27) is near the Furuheim Hotel. From the S. end of the lake, near *Farodden* or *Farvolden*, issues the *Sauer-Elv*, which soon expands for a short distance into the *Brafjord*. Passing *Aslaksberg* or *Aarnæs*, the steamer reaches the *Nordsjø* (p. 33) and steers down that lake to Ulefos, a trip of 2½ hrs. from Notodden.

Ulefos, and thence to Dalen and Odde, see p. 33.

From Notodden to the Tinsjø and the Rjukanfos. Railway, see p. 27. The road passes the Hitterdals-Kirke (p. 28) and the gaards of *Bamle* and *Kaasa*. Conspicuous on the left is the *Himingen* (3450 ft.), a pyramidal mountain, sometimes ascended for the view (from Hitterdal over the Himingen to Løvheim, 7-8 hrs., with guide), beyond which rises the Hæksfjeld (p. 28). The road to **Løvheim** (p. 31) diverges to the left.

The Tinsjø road leads N., at the base of the *Kjøivingfjeld* (2263 ft.), and then ascends the course of the *Ørvælla*, which has forced its way through huge masses of débris, now overgrown with pines. We cross the stream several times. At the 'Plads' *Bakken*, about 21 Kil. from Notodden, the horses are rested. About 5 Kil. farther the road from Gransherred and Bolkesjø (p. 28) joins ours on the right, and after 5 Kil. more we reach —

32 Kil. **Tinōset** (*Hot. Tinoset*, R. 2, B. 1½, D. 2, S. 1½ kr.), a group of houses at the S. end of the **Tinsjø** (605 ft.; 17½ sq. M. in area; 1436 ft. deep.). This lake resembles the Spirillen (p. 46), but its banks are not so high.

The steamer from Tinoset to Fagerstrand (2 kr.; Com. 266; comp. p. 27) calls at *Sanden* (left), *Hovin* (right), and other stations. The finest point in the landscape is the *Haakenæsfjeld*. Beyond it, 2¾ hrs. from Tinoset, we reach —

Fagerstrand (*Fagerstrand's Hotel*, R. 1½-2, B. 1, D. 2, S. 1¼ kr., very fair), near the church of *Mæl*, at the mouth of the *Maan-Elv*. The steamer goes on to *Sigurdsrud* at the N. end of the lake.

From Fagerstrand to Fosso near the Rjukanfos 26 Kil., a good road (stolkjærre for 1 or 2 pers. 4 kr. 40, 6 kr. 60 ø.; carr. and pair for 2, 3, or 4 pers. 10½, 13, 14½ kr.; there and back a fare and a half), ascending the beautiful *Vestfjord-Dal*, on the left bank of the Maan-Elv. To the right opens the *Haakedal*. The imposing *Gausta* (p. 31) soon becomes visible on the left. 9 Kil. *Nyland*, whence the Gausta may be ascended in 6 hrs. (guide 4-5 kr., may be dispensed with by experts). 3 Kil. the straggling village of *Dale*. The road ascends, at first gently, then steeply, with the Gausta behind us, to *Vaae* (1730 ft.), 22 Kil. from Fagerstrand. Then a further ascent in windings. On the left, a little short of Fosso, is

a small platform on the left which affords the best survey of the Rjukanfos. About 4 Kil. from Vaal, after a drive of 4-4½ hrs., we reach —

Fosso (2480 ft.; **Rjukan-Turist-Hotel & Sanatorium*, R. 1½-2½, B. 1¼, D. 2½, S. 1½ kr.). Just below the hotel a path leads to various points of view. The **Rjukanfos** ('reeking' or 'foaming fall'), formed by the *Maan-Elv*, takes two leaps into the ravine, one of 65 ft., the other of 492 ft. The upper fall, the *Kvernhusfos*, is used for generating electricity. A tunnel is being constructed to divert the whole volume of water to supply a factory where saltpetre is made by the new electric process (p. 28).

From the Rjukanfos to the Hardanger Fjord: two routes, one to Odde, another to Eidfjord; the former preferable, but both fatiguing, and not to be attempted before July. Guides are necessary on parts of both routes. Provisions should be brought.

To Odde, 4-5 days: — 1st Day (11-12 hrs., with guide, who rows across the lakes). From Fosso we ascend the road on the left bank of the Maan-Elv. After 2½ hrs. the road ends for the present. By a gaard a rough path diverging to the left leads in ¾ hr. to **Holvik** (poor inn), on the *Mjøsvand* (2960 ft.; 15½ sq. M. in area; 131 ft. deep). To the W. rises the huge *Raulandsfjeld* (5124 ft.). From Holvik we row either direct across the E. bay of the Mjøsvand (10 min; 50 ø.), or W. to the (1-1¼ hr.) *Erlandsgaard*. From each landing-place rough and partly marshy paths (insufficiently marked) lead to (3-4 hrs.) the gaard of *Gibøen* (poor quarters), on the S.E. arm of the Mjøsvand. We row thence across the lake (10 min.; 50 ø.) and walk to (4-5 hrs.) **Berge**, on the *Totakvand* (2248 ft.; 14½ sq. M. in area; 820 ft. deep; good quarters at the *Midgaard*, ¾ M. farther W.). — 2nd Day (5½-6 hrs.; guide advisable). We follow the N. bank of the Totakvand, past the church of *Rauland*, to (2½ hrs.) *Killingtheit*, then cross by boat to *Brunelid* (no houses) at the foot of the *Flaatebunut* (or row direct from Midgaarden to Brunelid in 2 hrs.; 1½ kr. each pers.). Then a steep ascent of 20 min. to a more level tract. Before we again descend we have a striking view of the Grungedal, lying lengthwise before us. Lastly a steep descent of ½-¾ hr. to the road mentioned on p. 37, which we reach near the bridge over the Grungedals-Elv. This road leads W. to (¾ hr.) the *Rui Hotel* (p. 37). From Rui to Odde by skyds in two or three days. — [The following route is easier, but rather longer: row from Midgaarden in 1 hr. (1½ kr. each pers.) across the Totakvand to *Kosthveit* on the S. bank, whence a cart-track leads to (1½ hr.) *Jamsgaard* on the Hitterdal and Hardanger road (p. 32), ¾ M. from the skyds-station *Vinje*.]

To the Vøringfos and Eidfjord, 3-4 days, guide advisable all the way. — 1st Day (about 12 hrs.). From Fosso to Holvik (see above) in 3½ hrs.; row in 3½ hrs. to *Mjøsstrand*, and in 3½-4 hrs. more to the N. end of the lake; walk in 1½ hr. to *Mogen* (poor inn, closed in 1903). — 2nd Day (9-10 hrs.; horse and guide 17 kr.). We go N.W. to the (6 Kil.) *Gjuvsjø*, abounding in fish, then W., past the three *Skarstjerne* on the left, to the (3½ hrs.) *Fjeldsjø*, the N. bank of which we follow for 1 hr. Then to the N.W. (with a view of the *Bjernefjord*) to the *Lakensjø*, and row across the strait which separates this lake from the great *Nordmandslaagen* (4157 ft.). On the further bank is the good tourist-hut *Sandhoug* (bed 1¼ kr., B. 80 ø., S. 1 kr. 20 ø.; kept by Sylvfest L. Sæbo, a guide certificated by the Norweg. tourists' union). — 3rd Day (10-11 hrs.; horse 16 kr.). We at first skirt the N. bank of the Normandslaagen, then continue N.W., with fine views of the *Hardanger-Vidda*, to *Berastølen*, 9 hrs. from Sandboug. A good path leads thence in 2 hrs. to the (9 Kil.) *Fosli Hotel*, above the *Vøringfos* (p. 127).

From Notodden to Kirkebø and Heggestøl. Road to the point where the Tinsjø road diverges, see p. 29. Here we turn to the left and ascend the valley of the *Hjærdals-Elv*, by *Landsværk*, to —

22 Kil. **Løvheim** *(Løvheim's Hot.)*, prettily situated, a little E. of *Saulands Kirke*.

From Løvheim to Siljord (see below), about 2¼ Kil., a hill-path leads S.W. up the *Grundingsdal*, watered by the *Mjælla*. On the *Slaakuvand*, halfway, is the *Hot. Liffeld*, at the foot of the Lifjeld (see below).

From Løvheim a road ascends the *Grundingsdal* to the N., passing *Moen* and the *Sønlandsvand*, to *Hot. Bjaar:* then past the *Bjaarvand*, the church of *Tuddal*, and the *Korstulvand* to (32 Kil.) the **Tuddals Sanatorium** (3193 ft.; R. 1-3, board 3½-4 kr.), situated in pine-woods on the *Korstulheia*. Walks with fine views. — The **Gausta** (6180 ft.), the highest mountain in S. Norway, is ascended from the Sanatorium in 4-5 hrs. Tourist-hut at the top (adm. 1 kr.; 12 beds at 1 kr., B. or S. 1½ kr.), often full. We may descend to the Rjukanfos (p. 30); path with red marks.

Beyond *Mosebø* the scenery becomes grander. The *Hjærsjø* (490 ft.) lies on the left.

18 Kil. **Skovheim** *i Hjærdal*, or *Skogheim i Hjertdal* (*Skogheim Hot.*, R. 2, B. 1½, D. 2, S. 1½ kr., good), is the starting-point for the ascent of the *Vindegg* (4906 ft.; with guide, 5-6, there and back 8-10 hrs.), which towers to the N.

About 7 Kil. from Skovheim the Kirkebø and Heggestøl road diverges S. from the road to (23 Kil.) Aamotsdal, crosses the watershed of the Hjærdal, and descends in zigzags to the little church and scattered gaards of *Flatdal*. It then skirts the E. bank of the *Flatdalsvand*. The *Skorvefjeld* (4443 ft.) rises in the background. By the lake rises the *Spaadomsnut*, which, according to tradition, will fall into the water when the end of the world is at hand. Farther on we sight the **Siljordsvand** (384 ft.), a picturesque lake, 8½ M. long, and the *Lifjeld* (5087 ft.), on which two French aëronauts from Paris descended in 1870. By the church of *Siljord* (Hotel) we cross the feeder of the lake. On the left comes a road from Ulefos (p. 33).

22 Kil. *Kobbervolden* (Hotel); *Oppebøen* (Hotel), a little further. At (14 kil.) *Brunkebergs-Kirke* (1290 ft.) the road forks. The left (S.) arm leads to (17 Kil. from Kobbervolden) *Hvideseid-Kirkebø*, a station of the Bandaksvand steamer (p. 35).

The road to the right (N.W.) leads through the *Morgedal*, passing two small lakes (1390 ft.), to —

16 Kil. **Hemmestveit** *i Brunkeberg;* then past the church of *Høidalsmo* (Landsværk Hotel) and the *Oftevand* to —

19 Kil. *Mogen* (Mogen's Hotel), where a road diverges S. to (11 Kil.) *Laurdal* on the Bandaksvand (p. 35). — We cross a high range of hills. Near (15 Kil.) *Aamodt* we cross the *Toke-Elv*, which descends from the Totakvand and forms the *Hyllandsfos* (288 ft.), a fall ¾ M. N. of Aamodt. We pass *Thveiten*.

20 Kil. *Mule*, above the E. end of the *Vinjevand*. The very hilly road now skirts the N. bank of the lake, passing many farms.

one of which is the *Jamsgaard*, where a road diverges to *Kosthveit* on the Totakvand (p. 30). About 1/4 hr. farther a steep road ascends to the right to the (5 min.) skyds-station of **Vinje** (good). The main road descends to the church of *Vinje*, near the N.W. end of the Vinjevand. Fine view of the *Midtfjeld* (4578 ft.) and of the *Orm-Eggen* to the S.W. By the gaard of *Pladsen* a 'bautasten', on the right, with a medallion portrait, commemorates the poet A. O. Vinje, who was born here.

12 Kil. *Høggestøl.* We cross the *Vinje-Elv* by a high bridge and join the road mentioned at p. 36. To the Rui Hotel, 12 Kil. more.

From Kongsberg to the Numedal.

Road with 'fast' stations to *Brøsterud* (123 Kil.); then a long day's walk across the mountains to Gjeilo on the Bergen railway (p. 40). This route is little used except by Norwegians.

Kongsberg, p. 27. The road ascends the right bank of the *Lougen*.

17 Kil. *Svennesund.* We cross the Lougen and pass the church of *Svenne*, on its left bank.

14 Kil. *Søndre Flesberg*, near the church of *Flesberg*. The valley contracts. We re-cross to the right bank by an iron bridge.

16 Kil. **Alfstad** (*Inn*, well spoken of). The valley is wider here. The gaard *Fikkan* or *Fekjan*, 6-7 Kil. from Alfstad, affords good quarters; the owner has built a hut for sportsmen and anglers on the *Sorkevand* or *Sørkjevand*, 10 M. to the W. The *Fikkan Sæter* belongs to Frithjof Nansen, the Arctic explorer. At the *Vægli-Kirke* we cross the stream, which has a small fall here, to the *Brobakken Hotel*, near the skyds-station.

17 Kil. *Helle* (Inn, commended). The road ascends, and then descends to the *Ytre Nore-Fjord* or *Kravik-Fjord* (868 ft.), whose bank it follows. To the left rises the *Eidsfjeld* (4516 ft.). By *Gaard Kravik* is an ancient timber building. On the opposite bank are the old and the new church of *Nore*. The road then skirts the *Øvre Norefjord* (12 Kil. long), and leads past the farm of *Sevli*, to —

27 Kil. **Skjønne** (947 ft.; good inn), with several old buildings. The road crosses the Laagen and turns W. into the *Opdal*. The *Opdals-Elv* has several falls. Then a steep ascent to the *Fennebufjord* (1567 ft.).

11 Kil. *Liverud*, at the W. end of the Fennebufjord, lies near the old Stavekirke of *Opdal*. We ascend past many farms and the new church of Opdal.

21 Kil. **Brøsterud** or *Brostrud* (2625 ft.; tolerable inn). Quarters also at *Nørstebø*, a little to the W.

The road ends here. We follow a bridle-path, past the *Voss-Sæter* and the *Høfde-Sæter*, to (17 Kil., in 4 hrs.) the church of *Dâgali* (2837 ft.), near which quarters may be had at the gaards of *Aasberg* and *Kjenaas*. We then cross the fjeld to the (10 Kil.)

Skurdal (2821 ft.; quarters at the *Guttormsgaard*), and again cross the fjeld to (17 Kil.) *Gjeilo* in the *Ustedal* (p. 49).

THE MOUNTAIN ROUTE TO THE HARDANGER (100 Kil.) takes three days (guide *Thore Gundersen Videsjorden* of Opdal). Provisions should be brought from the lower valley. 1st Day: From Nærstebø we ascend the sæter-path, and then cross the plateau of the *Hardanger Vidda* (3300-4100 ft.), where we have an unlimited view of the vast and dreary expanse, unbroken save by a few rocky knolls. Passing the *Skarsvand*, we come to the *Skars-Sæter*, and cross the river by boat. We pass the night, after a walk of 11-12 hrs., in the tourists' hut on the *Laageliabjerg*. — 2nd Day: We skirt the river, then the *Gjetsjø* and the *Store Nordmandsslæbet*, and after a walk of 10 hrs. spend the night in the tourists' hut at the confluence of the *Bjøreia* and the *Svinta*. — 3rd Day: We pass the *Nybu-Sætre* (3772 ft.), on the *Nybusjø*, the first huts on the W. side of the fjeld, and then generally follow the course of the *Bjøreia*, which lower down forms the Vøringfos (p. 127), crossing snow, brooks, and marshes, to *Storlien*, *Maursæt*, and *Garen*, and the *Fosli Hotel* (p. 128).

6. From Skien by the Telemarken Canal and the Haukelifjeld to the Hardanger.

Four Days. From Skien to *Dalen*, 105 Kil. STEAMER twice daily from about mid-June, in 8-11 hrs. (fare 8 or 4 kr.; to Ulefos 1 kr. 80 ø., 1 kr.; restaurant on board. B. 1½, D. 2¼ kr.). — ROAD from Dalen to *Odde*, about 180 Kil.; skyds tariff, see p. xxi; landau for 2 pers. 85, 3 pers. 100, 4 pers. 110 kr., one night being passed at the Voxlid Hotel (p. 37), and a second at the Breifond Hotel (p. 114). The Haukeli road (p. 37) is often covered with snow till July. If a day be devoted to the *Ravnejuv* (p. 36) we drive at once from Dalen to *Børte* (p. 36), and spend the next night at the *Haukeli-Sæter* (p. 37) and at *Seljestad* or at the Hotel Udsigten on the *Seljestadjuv* (p. 115).

The steamer ascends the *Skiens-Elv*, passes several factories, and reaches (½ hr.) the **Locks of Løveid*, hewn in the rock (1861), like those of Trollhättan. The passage takes 20 minutes. The fourth lock is used when the water is high. A bust recalls Amtmann Aall, the founder of the canal.

We pass several small islands and enter the **Nordsjø** (48 ft.; 23 sq. M. in area; about 17½ M. long; 540 ft. deep), a lake fed by many other Telemarken lakes, and flanked with low wooded hills. By the entrance to it, on the right, is *St. Mikaelshul*, a cave where Rom. Cath. services were once held. Farther on, to the right, we see the church-tower of Romnæs and the N. part of the lake (where the Hitterdal steamer plies; p. 38). About 2 hrs. from Skien we reach —

Ulefos *i Holden* (*Nielsen's Hot.*, plain; carr. in waiting for passengers bound for Aaheim's Hotel, 10 Min., see p. 34; pop. 1500), situated on both banks of the *Eids-Elv*, which here falls into the Nordsjø, driving several wood-pulp and other factories. The owners reside in pretty villas with gardens, among which we note the castellated villa of the Aall family (right). To the left is the church of *Holden*.

At Ulefos begins the ***Bandak-Nordsjø Canal**, constructed in 1889-92, at a cost of 3,000,000 kr., which in its course of 17 kil.

overcomes the difference of level (187 ft.) between the two lakes by means of 17 locks. The work presented special difficulties, as the locks had in some cases to be formed by huge dams of masonry. The steamer takes 2¾-3 hrs. to ascend from Ulefos to Hogga, the last lock (descent, 2½ hrs.).

The *Ulefos*, the lowest fall of the Eids-Elv, is 36 ft. high. At the second of the three locks the river is crossed by an arched timber-bridge. On the S. bank lies **Aaheim**, where the express steamers do not touch (*Aaheim's Hotel*, with pretty grounds, R. 2, B. 1, D. 2, S. 1½ kr., good; omn. from Ulefos free). We next reach the *Eidsfos* (32 ft. high; seen to the left), overcome by two locks, and the rapids of the **Vrangfos*, avoided by six locks. At the top of these is a dam of red granite, 105 ft. high and 69 ft. thick, where the overflow forms a cascade of 75 ft. (right). The banks are connected by an iron bridge.

The steamer takes nearly an hour to ascend from the lower Eidsfos lock to the highest Vrangfos lock (or 40 min. to descend). We may therefore land at the Eidsfos, cross to the right bank, and follow a pleasant path through the woods to (25 min.) the uppermost Vrangfos lock. Near the latter, on the right, is a platform with a stone table, affording a fine view of the whole staircase of locks. Passengers in the reverse direction should also take this walk.

The steamer now ascends the broad river, deepened by its enclosing dams. The banks are wooded, with here and there a gaard in a clearing. By a bay on the S. side of the river we see the *Nukefjeld* (1286 ft.; ascended from Ulefos in 3-4 hrs.), and to the N. the *Lifjeld* (p. 31). On the left (N.) bank rises the church of *Lunde*, opposite which is *Lundefaret*, where the steamers sometimes call. We mount 10 ft. by the lock of *Lunde* or *Grootevje*, 7 Kil. from Vrangfos, and 10 ft. more by the lock of *Kjeldal*, 3 Kil. farther.

The last locks at (2 Kil.) *Hogga* raise the steamer 23 ft. more. The level of the lakes above Hogga is maintained by a huge dam.

Between the *Floa-Kirke*, on the N. bank, and *Strængen*, a station opposite, the steamer enters the **Flaavand** (236 ft.). The elk still occurs in the forests on the banks.

We now enter the narrow *Fjaagesund* and reach the **Hvidesjø**. The mountains become higher and steeper: to the right rises the *Brokefjeld* (3545 ft.); to the left, in the distance, the bare *Roboltfjeld* (3348 ft.); to the W., near the Bandaksvand, the pointed *Rauberg-Nuten*. At the end of the lake lies the wooded island of *Buke*.

To the right opens the bay of **Sundkile* (4 Kil. long), surrounded by picturesque mountains, and entered by a narrow strait crossed by a drawbridge. The afternoon-steamer (express) does not enter the Sundkile. The others enter it and call at **Kirkebø** (*Hot. Hvideseid*, at the pier), pleasantly situated at its head. A skyds-road runs hence N. to (17 Kil.) Kobbervolden (p. 31), passing *Brunkebergs Kirke*.

The steamer returns to the mouth of the Sundkile, rounds the headland of *Spjosodden*, and stops at *Smedodden*, on the S. bank, by the church of **Hvideseid**, at the W. end of the Hvidesjø.

From Hvideseid to Arendal (145 Kil.). The road ascends rapidly, and then descends to (7 Kil.) *Strand i Vraadal* (tolerable quarters), a little W. of which lies the Vraavand (see below). We turn S. and skirt the E. bank of the *Nisservand*, a fine sheet of water, 21 M. long (steamer). The next stages are: 17 Kil. *Vik i Nisserdal;* 26 Kil. *Homme i Treungen;* then past the *Høgfos*, formed by the Nisser-Elv; 19 Kil. *Hi i Aamli;* 16 Kil. *Negaarden i Aamli* (good inn); 13 Kil. *Simonstad* (p. 6). Thence to Arendal, see p. 6.

We next steer through the artificial channel of *Skarperudstrømmen* (6 Kil. long), connecting the Hvidesjø with the ***Bandaksvand** (236 ft.); area 24 sq. M.; depth 725 ft.), a long and picturesque lake, enclosed by imposing mountains. The first view of the lake, beyond the high rocky island of *Bandakse* (left) and the station of *Apalste* (right), is very striking. Farther on, to the left above us, is a rock called *St. Olaf's Ship*. The lake then becomes a little monotonous, but the W. end is enclosed by the fine mountains near the Sætersdal.

About 1 hr. from Hvideseid we touch at *Triset*, by the church of **Laurdal** (*Bakke's Hot.*, by the pier), situated in a fertile dale on the N. bank of the lake. A good road leads hence to *Mogen i Heidalsmo* (11 Kil.; p. 31). On the S. bank of the lake, opposite Laurdal, lies *Bandakslid*, where some of the steamers call.

From Bandakslid ('slow' station) the hill is crossed by a zigzag road to (5 Kil.) *Midtgaarden* (fast station). We then pass the W. end of the *Vraavand* (814 ft.; steamer), and ascend the course of its W. affluent, which forms the picturesque **Lille Rjukanfos* near the road, and emerges from the *Skredvand* (1079 ft.), a little higher up. We follow the E. bank of this lake to (3 Kil.) *Rindebakken* (slow station); then past *Veum* to (15 Kil.) *Moland*, on the *Fyrisvand* (25 Kil. long). Between Veum and Moland the *Bispevei* diverges W. to Viken in the Sætersdal (p. 5).

The lake contracts; the mountains become grander, especially on the N. About 1 hr. from Triset is the steamer's terminus —

Dalen (105 Kil. from Skien). — *Hotel Dalen, 1/4 hr. from the quay, with garden, electric light, baths, and view of the lake, R. 2-6, B. 1½, D. (2 p.m.) 2¼, S. (8 p.m.) 1½ kr. (noisy on the arrival of the late steamer). — Hot. Bandak, good, R. 1½-2, B. 1, D. 1½, S. 1 kr., omn. free; Lastein's Hot., by the pier, good, R. 1½, B. 1 kr.; Hot. Folkvang. — *English Church Service* in July and August.

Dalen, at the W. end of the Bandaksvand, into which the *Toke-Elv* falls here, is the starting-point of the road over the Haukelifjeld. There is no lack of horses and vehicles (comp. p. 33), but landaus should be engaged beforehand.

Excursion to the Ravnejuv, attractive (there and back on foot 6-7 hrs.; stolkjærre to Eidsborg 5 kr.). The narrow road, beginning 1/4 M. from the quay (or reached thence by a short-cut), ascends the N. hill-side in windings. After 1 hr. it turns inland, becomes more level, and reaches the gaard of (20 min.) *Reffelbrœk* (post-office). About 200 paces further the road forks. We follow the branch to the left to the lake and the (10 min.) old timber church of Eidsborg (2282 ft.), mentioned as far back as 1354. The portal is adorned with defaced carving; the interior is modernized. We leave the church on the left, skirt the lake high above

it, and by a bad bridle-path ascend the steep *Eidsborgaas*. For a time nearly level, it then again ascends rapidly. The highest point (1 hr. from Eidsborg) affords a fine view of the dark-green mountains to the N. We now descend, amid rocks and wood, to (½ hr.) a small saw-mill. A path diverges here to the left to the *Molands-Sæter*; we go straight on and cross the brook. A finger-post, about 10 min. farther, indicates the way to the *Ravnejuv, or *Ravnedjup*, a rock 1083 ft. sheer above the *Toke-Elv*, where we have a superb view of the Libygfjeld and the district of Næsland. When paper is thrown into the abyss a constant current of air ascending thence carries it back over our heads. To the left, in the valley, we see the great bend of the road described below. A pavilion recalls the visit of King Oscar II. in 1879. Close by is the tourist-hut *Ravnejuv-Sæter* (five beds). — Riders and walkers may continue their journey N. from the Ravnejuv. The path at first leads through forest, and afterwards descends rapidly and crosses the *Toke-Elv*. In 1-1¼ hr. we come to *Næsland*, where gaard *Sandok* affords good quarters and vehicles (To *Mule*, in 1½-2 hrs., 4 kr.; p. 31.)

Pass from Dalen to the *Sætersdal*, see p. 5.

The Road to the Hardanger crosses the broad *Toke-Elv* by an iron bridge, 1 Kil. from Dalen, and soon enters the forest. Farther on, at the mouth of the *Botnedal*, the old road to Mo (see below) diverges to the left. The new road crosses the stream and ascends in a long bend high above the brawling Toke-Elv. Where it crosses the *Rokke-Elv* walkers may cut off the bend of the road by a steep short-cut on the left bank. The road ascends for at least 2 Kil. more on the W. bank of the Toke-Elv, affording a grand view of the valley and the steep heights to the E. (Ravnejuv, see above). At another sharp bend a road to Næsland (see above) diverges to the right. The road, partly hewn in the rock, leads through beautiful pine-woods, high on the N. slope of the Rokke-Elv valley. At an opening in the wood we see the church of *Mo* to the left, on a small lake. On the hill-side are several gaards.

15 Kil. *Moen*. Farther on we cross the river, joining the old road on the right bank. Beyond the parsonage of Mo we reach the lower end of the *Børtevand*. The road passes *Børteosen*, on the W. bank of the lake, above which towers the abrupt *Rautefjeld* (4693 ft.). The E. bank is uncultivated, and rises in jagged rocks, sprinkled with trees. We cross the *Børte-Elv*.

10 Kil. (from Moen) *Hot. Børte* (D. 2 kr., very fair). The bridle-path to Brodvik in the Sætersdal diverges here (p. 5). The road turns inland and crosses the hill of *Børtegrenden*, beyond which we have a fine view of the upper end of the Børtevand. We gradually ascend the *Børteheia*, through beautiful pine-woods. A little beyond the top the view is more open. The road descends in windings and, at (9 Kil.) a 'Landhandleri' joins the Hitterdal road (Heggestøl, p. 32).

The old road, which we now follow to the left, is rather rough. It crosses the *Rus-Elv* and, with numerous dips, ascends the valley of the *Smørklep-Elv*, on the E. slope of the *Smørklepfjeld*, passing several gaards. The *Flautebunut* (p. 30) rises to the N., and remains in view all the way through the somewhat monotonous valley. At

the small *Hot. Grungedalsbro*, about 15 Kil. from Børte, the road crosses the river, and is here joined on the right by a path from Brunelid on the Totakvand (p. 30). It then turns sharp to the W. and near —

31 Kil. *Rui* (Rui Hot., R. $1^1/_4$-2, B. $1^1/_4$, D. 2, S. $1^1/_4$ kr., fair) reaches the pretty *Grungedalsvand* (1590 ft.).

The road skirts the green lake, enclosed by wooded hills, in view of the *Gurifjeld*, and past the yellow-brown *Grungedal Church*. The scenery is picturesque, but the road is very bad. By the gaards of *Edland* we come to the —

12 Kil. **Hot. Haukeli** (R. 2, B. or S. $1^1/_2$ kr., good), where the road crosses the foaming *Geislaus-Elv*. Fully 1 Kil. farther is the, *Grand Hot. Haukelid* (same charges). We next follow the left bank of the *Flaathyl-Elv*. To the left (S.), by kil.-stone 170 (from Skien), we see the fine *Vafos*, descending from the *Nedre Langeidvand* to the S. The route, now monotonous, passes a few farms, of which the two of *Flaathyl* are the chief. The Flaathyl-Elv forms several *Høl*, or pools, and breaks through a rocky barrier in a series of falls. The largest of the waterfalls (to the left, close to the road) is the *Lille Rjukanfos* ('little smoking fall'), best seen from a projecting rock near its foot. The largest Høl is the *Ekelidhøl* (2293 ft.).

16 Kil. *Botten* or *Bøtn* (2587 ft.; good station, with an interesting 'Stabbur') lies above the pretty *Voxlivand* (2512 ft.), which the road skirts. About 1 Kil. farther on, to the left, is the *Voxlid* or *Vaagsli Hotel* (very fair; R. $1^1/_2$-2, B. 1, S. $1^1/_2$ kr.), finely situated on the lake.

We pass several farms and the last sparse crops of barley and potatoes; then the small *Hotel Nystøl* and the *Arrebuvand* and *Evenbuvand*. This region is almost uninhabited, and studded with many dead pines. Beyond kil.-stone 190 we reach the *Krækledyr Skar*, where a view is revealed of the mountains to the W.: to the left the *Vasdalsegg* (5415 ft.), then the *Kistenut*, the *Kallevasheia*, and the *Svei*. Below us, to the left, lies the *Kjælavand* (1948 ft.); to the S. rises the *Kjælatind*. Trees disappear.

18 Kil. **Haukeli-Sæter** (**Knud Haukelisæter's Inn*, several houses, dining-room in the Norwegian style, rooms also in the pretty 'Stabbur', R. 1-$2^1/_2$, B. $1^1/_2$, D. $2^1/_4$, S. $1^1/_2$ kr.), at the E. end of the *Staavand* (3088 ft.), lies in a mountain solitude, with an unimpeded view of the fjeld. The hills and even parts of the plateau are covered with snow as late as August. The *Kistenut* (3936 ft.) to the S. of the Staavand (there and back, with guide, 3-4 hrs.), and the *Lille Nup* (3772 ft.; 6 hrs. there and back), to the N. of the Haukeli-Sæter, afford extensive views.

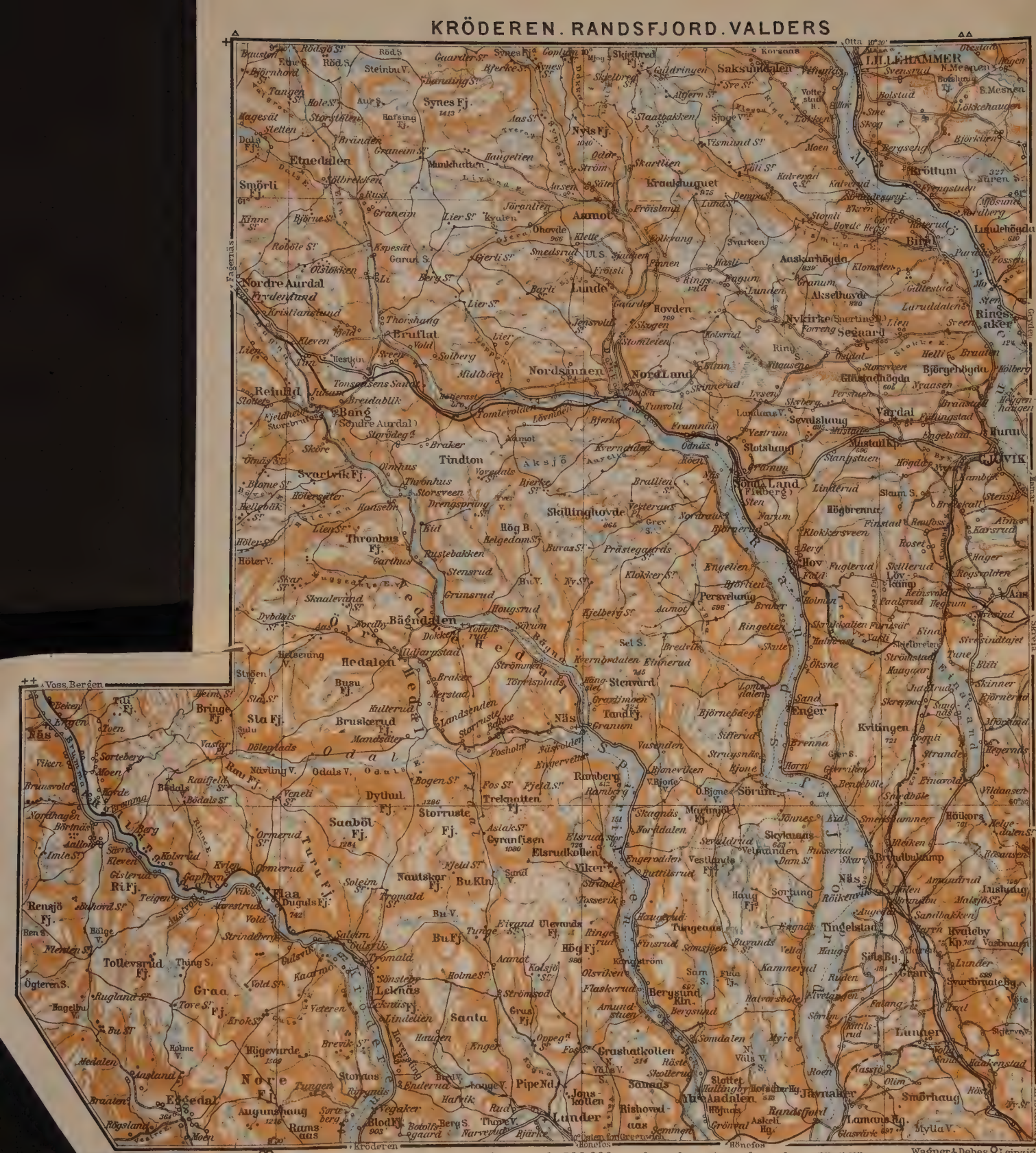
The good road leads N.W., skirting the Staavand. After 10 min. we get a glimpse of the *Storefond* to the right. About 4 Kil. from Haukeli-Sæter, by the 70th kil.-stone from Odde, we cross the *Ulevaa-Elv*, which descends from the N. and forms the boundary between the districts of Bratsberg and Søndre Bergenhus; to the

right it forms several low but broad cascades. After 1½ Kil. more we reach the *Ulevaavand* (3098 ft.; 3 Kil. long), to the left, the N. bank of which our road skirts. We are now in the heart of a fjeld solitude. Stakes mark the road in winter. To the right we have a fine view of the abrupt *Store Nup* and the *Storefond*, and to the left the *Svei;* in front rises the *Stafsnut*, to the right of which are the *Rekkingsnut* and the *Midtdyr-Ruste.*

About 9 Kil. from Haukeli-Sæter we cross the *Midtdyr-Elv*, turn S., and at the foot of the *Dyrnut*, the E. part of the *Stafsnut*, ascend the ***Dyreskard**, passing through masses of snow and a rock-tunnel, and reach the pass in ½ hr. more (3715 ft.; watershed). This point vies in grandeur with the Alpine passes.

The road now leads through a wilderness of snow and stones, descending slightly at places. To the right is Stafsnuten, to the left Sveien and the narrow green *Øisteinvand.* To the left, below the road, 15 Kil. from Haukeli-Sæter, lies the *Midtlæger-Sæter;* on the road is the *Nye Midtlæger-Sæter.* About 10 min. later the three houses of *Svandalsflaaene* and several small lakes appear below us, to the left. On the road is a small tavern (D. 2 kr., tolerable), where the horses are usually rested. In 10 min. more begins the hill of *Staven*, and in 5 min. more we descend. To the right, below, is the *Tarjebudal*, with the sæters of *Tarjebudal* and *Nya Støl;* to the W., in front of us, rises the *Horrehei.* In 10 min. we cross by the *Risbu-Bro* to the right bank of the *Risbu-Aa*, and then descend rapidly in long zigzags. Near (10 min.) the *Østmanlid-Sæter* we have a glimpse of the Røldalsvand. The scenery improves. After 20 min. we cross the brawling *Vasdals-Elv* and follow its right bank, high above the river. Facing us is the broad *Navle-Fos*, near which the road passes 10 min. later. The river with its numerous falls is constantly in sight. The Røldalsvand again (5 min.) comes into sight, backed by the *Holmenut* and *Røldalsaaten* (4103 ft.). A drive of 12 min. more brings us to —

30 Kil. (pay for 35 Kil. in the reverse direction) **Røldal** (*Hotel Røldal & Skyds Stat.*, good, R. 1½-3, B. 1½, D. 2¼, S. 1½ kr.; *Gryting's Hotel*, D. 1 kr. 70 *ø.*; *Fredheim's Hotel*, plain; Engl. Ch. Serv. in summer), near the N. end of the *Røldalsvand* (1223 ft.). On the lake, off the road, is the church, partly built with the remains of an old 'Stavekirke'. — Farther on we cross the *Tufte-Elv* and skirt the lake. Where the roads to the Bratlandsdal (p. 114) and the Hardanger fork, we follow the latter and ascend to (5 Kil.) the *Breifond Hotel* (p. 114).



Wagner & Debes, Leipzig.

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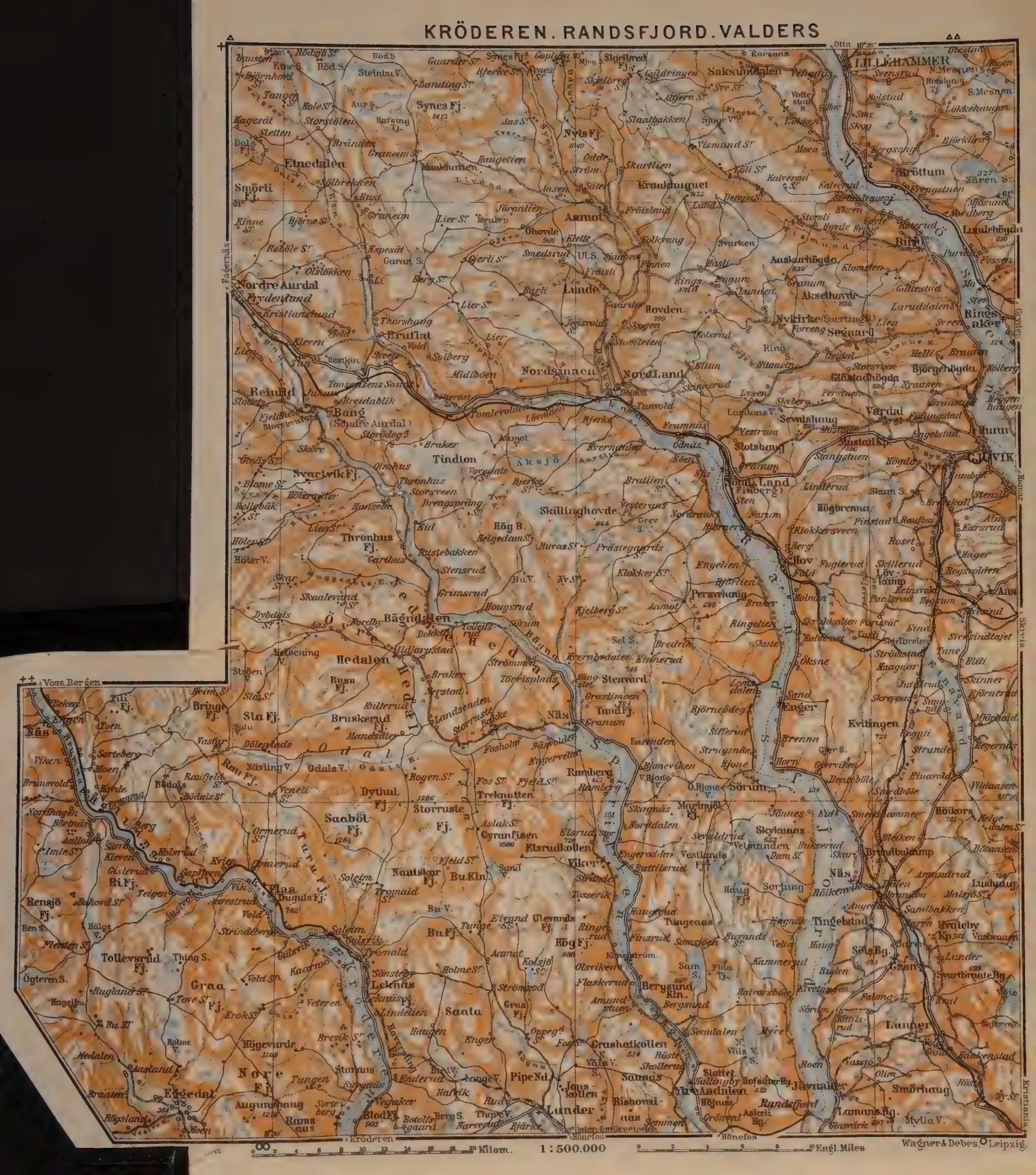
KRÖDEREN. RANDSFJORD. VALDERS



7. From Christiania through the Hallingdal to Bergen by Railway.

517 Kil. The Bergen Railway, begun in 1896, was opened in June 1908, but the portion between Roa (p. 44). Hønefos (p. 26), and Gulsvik at the head of Lake Krøderen will not be finished before autumn 1909. Through-carriages will then run from the chief terminus (Hoved Banegaard) at Christiania (p. 8) to Bergen in about 13-14 hours. — Meanwhile we take a train on the W. Railway to Krøderen (43/4 51/2 hrs.) and steamer thence to Gulsvik (21/2-31/2 hrs.; Com. 458). From Gulsvik to Bergen 351 Kil.; express in 10¼ (the whole through-journey taking 18¼ hrs.); passengers by slow train must spend a night on the way. Through-fares: Christiania-Bergen, express 29.85. 20.30 kr.; ordinary 24.90, 16.50 kr.; Christiania-Voss, express 24.35, 15.80, ordinary 20.40, 13.70 kr. — Dinner on board the steamer. Or lunch (ordered through the rail. guard) may be taken at the Krøderen station (halt of 30 min.). Restaurants on the route between Gulsvik and Bergen are at Nesbyen, Aal, Finse, Myrdal, Voss, Dale, and Vaxdal (all unpretending).

From Christiania to *Vikesund*, 96 Kil., see pp. 20, 21, 25. Carriages changed here, except by the evening express. 104 Kil. *Sysle;* the train, with the road, ascends near the left bank of the *Snarum-Elv*. 108 Kil. *Snarum* (577 ft.), with magnetite mines.

122 Kil. **Krøderen** (*Rail. Rest.; Hot. Krøderen & Skyds Stat.*, opp. the station; *Kalayer's Hot.*, very fair; *Hot. Hansen*), at the S. end of the lake of that name, where we take the steamboat.

The lower part of **Lake Krøderen** (433 ft.; 16 sq. M. in area, 100 ft. deep) is flanked with smiling hills. A new skyds-road skirts the N.E. bank. Beyond the church of *Krødsherred* or *Olberg*, which lies on that road, the lake contracts for a short way to the *Noresund*. On the W. bank are the steamboat-stations *Lesteberg*, *Sandum* (on the old road), and *Ringnæs*. To the left towers the broad *Norefjeld*.

On the slope of the Norefjeld are several summer resorts, to which roads lead from Lesteberg and Sandum: *Hot. Norefjeld* (2427 ft.). 3 hrs. from Lesteberg; *Sandum-Sæter* (2100 ft.), and near it *Hot. Fjeldhvil*, 2 hrs. from Sandum, through pine-woods. From Sandum-Sæter we may walk N.W. across a lofty plateau (leaving the *Ramsaas* on the right), with a view of the Telemarken Mts. and the *Eggedal*, and then ascend in 2-2½ hrs. to the *Augunshaug* (3988 ft.; extensive view). We may ascend thence in 2 hrs. more to the *Høgevarde* (4919 ft.; new tourist-hut, 40 beds), the highest point of the Norefjeld, affording a fine panorama extending as far as the Christiania Fjord. From the Augunshaug we may descend E. to *Tungen* and Ringnæs (see above). From the Høgevarde we may descend N.E. through the valley of the Gulsvik-Elv to (7 hrs.) Gulsvik (see below).

On the E. bank rises the *Blodfjeld* (2961 ft.). Between the steamboat-stations of *Enkerud* and *Leknæs* the new railway (see above), coming from Hønefos, will reach Lake Krøderen. After a passage of 2½ hrs. we land at —

Gulsvik (508 ft.), at the entrance to the *Hallingdal*, the temporary terminus of the Bergen Railway. The station (Rest.) is near the pier. *Gulsvik's Hotel* (R. 1, B. or S. 1.20 kr., plain) is ¾ M. further, by a bridge across the river.

The Bergen Railway ascends the left bank of the *Halling-Elv*. (Kilometers reckoned from Gulsvik.) Scenery uninteresting. —

11 Kil. *Flaa* (508 ft.); on the opposite bank are the church of Flaa and the old skyds-station of *Vik*. 19 Kil. *Austvoll*. The river expands into several lake-like basins, the largest of which is the *Brommavand* (590 ft.), with the small station of (33 Kil.) *Bromma*.

45 Kil. *Nesbyen*. On the right bank lies the large village of — **Næs**, or *Nes (Gie's Hot., Svenkerud's)*, with an old church and the district jail.

From Næs to Næs-Granum on Lake Spirillen, 10-11 hrs. (guide unnecessary). A well-trodden sæter-path ascends E. to *Lake Strøen* (fishing; quarters at a sæter) in 3-4 hrs., and by *Djupedal* in 3-4 hrs. more to *Ildjarnstad* in the *Øvre Hedal* (see p. 47).

Scenery pleasing; pine-woods and numerous farms. We cross the river by the stone *Svenkerud Bro*.

62 Kil. **Gol** (679 ft.). On the left bank is *Rolfshus* (Berg's Hot., good), the starting-point of a road through the Hemsedal to the Lærdal (p. 41) and of a hill-route to Aurdal in Valders (p. 43).

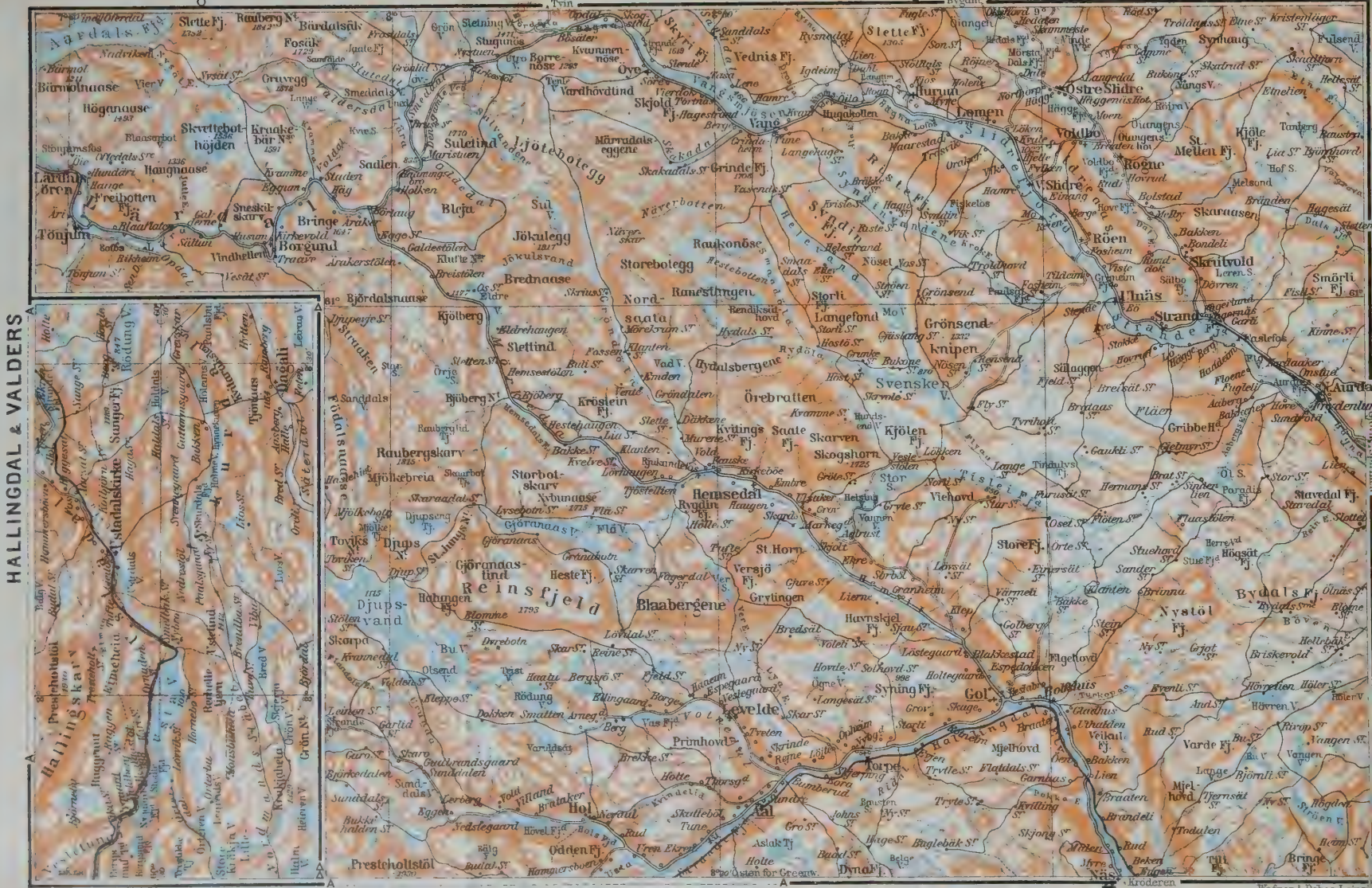
The valley turns W.; opposite is the mouth of the Hemsil (p. 41). The Halling-Elv has many rapids and small falls. 77 Kil. *Torpe* (1073 ft.). On the opposite bank, to which a bridge crosses, is *Skjerping* (good inn), with the church of Torpe and remains of a timber-church of the 13th-14th cent. (p. 18), the porch and doors of which are finely carved. — 87 Kil. **Aal** *(Rail. Rest.*, plain; *Sundre Hot.)*, with a large church, an old Thingstue (with carved door of 1764), and the Gretastue of the 18th cent. The inhabitants of the upper Hallingdal still cling to their ancient manners and customs.

The river expands into the *Strandefjord*. The train runs high above the lake on the steep slope of the *Sangerfjeld* (3865 ft.). — 101 Kil. **Hol** (1980 ft.), opposite the mouth of a side-valley through which a route leads to Aurland on the Sognefjord (p. 152), and the *Oddefjeld* (4012 ft.).

The valley we ascend is now called the *Ustadal*. The train crosses the river and mounts rapidly. 112 Kil. *Gjeilo* (2604 ft.; Inn), near *Ustadals-Kirke*, whence we may ascend the E. summit of the great *Hallingskarv* (6438 ft.; guide 3 kr.). Pass to the Numedal, see p. 32.

The train now ascends to the *Ustavand* (3204 ft.), whence in the far W. we have a glimpse of the white glacier of the Hardanger Jøkul (p. 41). We skirt the N. bank of the lake. Trees disappear. 135 Kil. *Haugestøl* (3240 ft.; new hotel), on the *Stele* or *Stødle-Fjord*, the N. continuation of the Ustavand. To the N. towers the long Hallingskarv, the W. summit of which (6435 ft.) is ascended hence; to the W. in the distance is the Hardanger Jøkul.

From Haugastøl to the Fosli Hotel (p. 128), over the Hardanger Vidda (p. 33): 12-14 hrs. (guide 12-14 kr.). We row across the lake in ½ hr. to *Ørterdalen*, walk in 1 hr. to the *Østerenvand*, cross it by boat, and walk in ½ hr. more to the Krækjahytte (4083 ft.), owned by the Tourists' Union, whose guide *Ole Larsen Aker* lives here (fishing). A night had better be spent here. We next skirt the Krækjavand, cross the *Krækjastubben* by a bridge, and descend the *Halmebottner* to the *Olafbuvand*. We then cross the *Kjelda* to the *Fiskefjern-Sæter* and the *Smytte-Sæter*, the first


HALLINGDAL & VALDERS
Tvin
Byedin
Aardals-Fj.
Slette Fj.
Raubergnut
Bårdalsnut
Fosuk
Stugunos
Kvunnen-nose
Børre-nose
Øve
Vednis Fj.
Slette Fj.
Hurum
Østre Slidre
Bårmolnaase
Vier V.
Gruvrgg
Smeddals
Vardhøvdtind
Skjold
Lomen
Høgannaase
Skvettebot-høiden
Kraake-bår
Vane
Voldbo
Kjøle
Lardun-øren
Hangnaase
Sulelind
Ljøtebotegg
Rogne
St. Mellen Fj.
Freibotten
Sneskil-skarv
Bringe
Bleja
Slidre
Tønjum
Borgund
Jøkulegg
Skaukonøse
Røen
Skrutvold
Vindhellen
Storebotegg
Nord-
Ranesthngen
Storli Fj.
Ulnäs
Smørli Fj.
Brednaase
Grønsend
Strand
Kjølberg
Langefond
Slettind
Hydalsbergene
knipen
Svenske V.
Örebratten
Kvitings Saate Fj.
Skarven
Kjölen Fj.
Gribbeh.
Raubergskarv
Skogshorn
Storbot-skarv
Hemsedal
Rygdin
Viehovd
Tistlefj.
Stavedal Fj.
Djups-vand
Reinsfjeld
Blaabergene
Havnskjel Fj.
Nystöl Fj.
Bydals Fj.
Gol
Syning Fj.
Prunhovd
Torpe
Varde Fj.
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Prestholtstöl
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Wagner & Debes, Leipz

in the Hardanger region. Crossing the *Leira*, which descends from the N., we now come to the *Indste-Sæter*, whence the beaten track to *Maursæt* (2444 ft.) and the Fosli Hotel cannot be mistaken. The grand Hardanger Jøkul (see below) is conspicuous all the way.

Adjoining the Stølefjord is the *Nygaards-Fjord* (3247 ft.). On the left is the *Nygaard*, formerly the highest dwelling in this region. The train ascends the rapid *Ustekveika* to the *Tungevand* (3653 ft.), which forms the boundary between Buskeruds-Amt and Søndre Bergenhus-Amt, between the Hallingdal and the Hardanger.

161 Kil. **Finse** (4010 ft.; *Rail. Rest.*, plain; new hotel) lies on the *Finsevand*, immediately opposite the great snow-fields of the *Hardanger Jøkul* (6536 ft.; pass to the Dæmmevand and Simodal, or to the Fosli Hotel, 10-12 hrs., fatiguing, see pp. 129, 128; guide Endre Lisæth at Finse, certificated by the Tourists' Union, should be engaged in advance). The line reaches its culminating point at the *Taugevand* (4270 ft.), the watershed between the Skagerrak and the North Sea, and is protected by walls of timber against snow-drifts. The way is kept clear by the snow-plough until June. To the left in the distance is seen the Vasfjæren near Ulvik (p. 130).

The train winds down, past the *Laaghellervand*, through tunnels and cuttings, affording a last glimpse of the Hardanger Jøkul. — 182 Kil. *Hallingskeit* (3641 ft.), high above the valley, in which we see the sæter of that name. To the left rises the snow-clad *Vosseskavl* (6738 ft.); in the valley below are the *Grøndalsvand* and the *Klevevand* (3143 ft.), whose outflow the train crosses by a high bridge. Numerous tunnels, between which are revealed striking views of the wild mountain scenery. The grandest of these is between the last tunnels before Myrdal, where we look into *Fretheimsdal* on the right, and then into the deep *Flaamsdal*, below the Vatnahalsen Hotel (p. 140), and as far as the mountains on the Aurlands-Fjord. Close to the line are the lakes *Seltuftvand* and *Rejnungvand*.

195 Kil. *Myrdal* (Rail. Rest.). Thence to Voss, see pp. 140, 139.

245 Kil. *Voss*, starting-point of the roads to the Hardanger and the Sogne-Fjord (p. 139). From Voss to —

351 Kil. *Bergen*, see pp. 139-137.

From Gol-Rolfshus to Lærdalsøren on the Sognefjord.

122 Kil. Skyds (pay for 132, in the reverse direction for 146 Kil.) in two days.

Gol-Rolfshus, see p. 40. By the *Heslabro*, about 2 Kil. from Rolfshus, the road crosses the *Hemsil*, which falls into the Hallingelv from the N.W. and forms a fine cascade. We now quit the main valley, through which the Hallingdal road and the railway (see above) run on opposite sides of the river.

Before the road reaches the Heslabro a cart-road diverges to the right, which ascends in steep windings for 3/4 hr., and then crosses the Fjeld, past several sæters, to (5-6 hrs.) the *Oset-Sæter* at the E. end of the *Tisleivand* (2855 ft.; good quarters). Thence row in 3/4 hr. to the N. bank, whence a road leads in 3-4 hrs. to Stende-Ulnæs in Valders (p. 48).

The Lærdal road ascends the **Hemsedal,** on the right bank of the Hemsil, mounting the *Golsbakker* in long windings, and passing the new church of *Gol* (comp. p. 18). Beyond (10 Kil.) *Løftegaard* (1440 ft.) we recross the Hemsil and follow its left bank. The old road, diverging to the right, ascends on the E. side of the valley, passing several farms, while the W. side and the floor of the valley are uncultivated.

15 Kil. *Granheim* (Granheim Hotel, very fair). We then pass *Kleven*. On the other side of the valley rise the *Veslehorn* and the *Storhorn*, from which descend waterfalls. On the right the old road rejoins ours. We pass *Kirkebø*, a poor village, with the *Hemsedals-Kirke*, the last before that of Borgund (83 Kil.).

21 Kil. **Fauske** (good inn), at the confluence of the *Grøndøla* and the Hemsil, which forms the *Rjukande Fos* ('smoking fall'), reached by a path. Cultivation ceases; a few scattered sæters only are passed. The road ascends rapidly in the bleak *Mørkedal*, a grand mountain-solitude.

20 Kil. (pay in opp. direction for 30) **Bjøberg** (3323 ft.; *Inn*, plain but good, frequented by reindeer-stalkers), the last station in the Hallingdal, lies in a dreary region at the foot of the *Hemsedalsfjeld*. Farther on (7 Kil.) a column marks the boundary between the 'Stift' of Christiania and that of Bergen. The road skirts the precipitous *Kjølberg* on the left and the *Eldrevand* on the right. To the N.E. rises the *Jøkulegge* (6280 ft.). The road reaches its highest point (3789 ft.), and then descends rapidly to —

15 Kil. (pay for 22 in either direction) **Breistølen** (*Inn*, good). Then a descent, passing several waterfalls, to the bridge of *Børlaug* on the Valders route (p. 51). A little below the bridge is —

12 Kil. (pay 15, in opp. direction 19) *Hegg i Borgund* (p. 51).

From Hol to Aurland on the Sognefjord.

2½ Days. An interesting mountain route, but suitable only for good walkers. 1st Day: Skyds to *Skaro*, 2½-3 hrs.; 2nd Day: Skyds to *Strandefjord*, 1½ hr.; boat-skyds to *Svingaardsbotten*, 2½ hrs.; walk to the *Steinbergdal Hut*, 5½ hrs.; 3rd Day: Walk by *Østerbø* (quarters, if need be) to the *Vasbygdvand*, 9 hrs.; cross by boat-skyds in ¾ hr.; walk to Aurland, 1¼ hr. — Fjeld quarters are poor; nothing is to be had except fladbrød, cheese, coffee, and home-brewed beer ('hjembrygget Øl'), and even milk is scarce. The tourist-huts keep canned meats. The traveller should therefore carry some provisions with him.

Hol, see p. 40. From the station we descend to the road, cross the *Ustaelv*, ascend its right bank to the *Holsfjord* (1935 ft.), and skirt its N. bank.

8 Kil. **Neraal,** or *Nedreaal* (good quarters at the Landhandler Tollef Sundre's, R., S., & B. 2½ kr.), at the W. end of the Holsfjord, with the old timber-built *Church of Hol*, attended on Sundays by the peasantry in costume. To the W. towers the Hallingskarv (p. 41). — We now ascend to a higher part of the valley, passing

HARDANGER VIDDA
Tönjum
Grannaase
Jörundaase
Grötne Fj.
Skavle Fj.
Rodnshaje
Blaaskavl
Fordals-bakkene
Lille Mälen
Tudorvat
Aurland
Aurlandsfjord
Flenjefoss
Hoiskars
Torskarnut
Skaje
Ravnnaase
Flaam
Roaldshovden
Storskavl
Brjoks Fj.
Vossestrand
Vossevangen
Vossevatn
Skomaaköjderne
Skomaanaase
Vargebrä
Hallingskeid
Laaghellerhögderne
Nipahögd
Kros Fj.
Hardanger
Jökul
Lurebotn
Omen
Aas
Eidfjord
Vindaxlen
Eidfjordvatn
Leirhulsen
Stauhud
Fossli
Voringfos
Finse
Finsenut
Finsevatn
Haugastöl
Haugastölvatn
Dyrskar
Finnebu
Högstaren
Födalsnaase
Gravdals
Borgundeinaren
Lia
Liahögda
Holmen
Vasbygd
Sörfaren
Stenen
Belle
Otternas
Fretheim
Ytre
Indre
Vatn
Skaje
Ofe
Medhe
Norddal
Sandvik
Vasbygdvatn
Grimsar
Videdal
Stamdal
Klove Fj.
Krighgle
Rasmusdalen
Haaberghellen
Dyrnaase
Bollövde
Svarte V.
Ulevas
Sundhellerfj.
Fjeldsenden
Ov. Strande Fj.
Vesleulo
Vesleulavatn
Fugleli Fj.
Dale
Kirkedör
Rakksteindal
Hellevas
Bjönnebu
Storelungavatn
Vesleluvatn
Bergsmultind
Bergsmuldal
Vika
Nygard
Vindedalen
Selhaug
Selhaugdals V.
Grandals
Budal
Skorhangene
Tauge V.
Fagrevatn
Aastdalsbu
Holme
Lange V.
Dömme V.
Reinbesdalsbrä
Reinbesdalsfos
Skjeggedal
Thrett
Ulvik
Eid
Vik
Istuag
Isdale V.
Indset
Lerv
Smytte
Dalsbod
Halne
Kjelde
Kjeldevatn
Kräkja
Svaa
Örteren V.
Store Leyrestöl
Lille
Monshus
Bresliden
Bresliddal
Finse V.
Finse 1222
Finseläger
Finse 1907
Kjelfossen
Kjelfoss
Kjelfossvand
Kjelfossbrä
Kjelfossbrä
Kjelfossbrä

(left) the pretty *Djupedalsfos*. We skirt the *Høvelfjord* (2125 ft.), at the W. end of which, 5 Kil. from Neraal, lies *Gaard Villand*, the seat of the turbulent family of that name about the year 1700. We skirt the *Urunda-Elv*, cross it by a substantial wooden bridge, and ascend the wild ravine of a side-stream. We cross this stream, and then skirt the *Sundalsv and* and pass the *Gudbrands-Gaard* (2553 ft.), at its W. end.

20 Kil. (pay for 25) **Skaro** or *Skæro*, with the modest inn of Asle Engebretsen (R. 60, B. or S. 70 ø., D. 1 kr.), who provides boat-skyds for the Strandefjord and acts as a guide across the fjeld (to the Steinbergdals Hut 6-7 kr.). — The rough road ascends for 8 Kil. more (1½ hr., walking or driving), past the *Skarafos*, and ends at the *Øvre Strandefjord* (3182 ft.; 14 Kil. long). In fine weather we take boat-skyds (see p. 42; 1 pers. 2, several 1 kr. each) in 2½ hrs. to the head of the lake; in bad weather we walk on the N. bank (3 hrs.) to *Svingaardsbotten*, where modest quarters are to be had until about mid-August.

A path, which diverges to the left from the route described below, beyond the Ulevasbotten and three smaller lakes, ascends the valley of the *Vesleela* and descends the *Moldaadal* to (6-7 hrs.) *Hallingskeit* (p. 41).

The actual mountain-pass begins here (guide to the Steinbergdals Hut advisable, 4 kr.), at first a sæter-track, ascending past the *Ulevasbotten* or *Urevasbotten* and three smaller lakes. After 1 hr. we reach the first and most conspicuous of the 'Varder', or stone landmarks on the route. For ½ hr. we skirt the foot of the abrupt rocky *Ulevasnut* (5932 ft.), and then turn sharp to the right to the 'skard', or gap, between the Ulevasnut and the *Sundhellerfjeld*. Beyond the watershed we pass several small lakes and cross brooks and patches of snow. Where the valley turns W. we ascend to the right to the *Bolhøvdskard* (3½ hrs. from Svingaardsbotten); then descend gradually into the broad upper Steinbergdal, cross a large stream, where the path is again distinct, and reach the well-equipped **Steinbergdals Hut** of the Tourist Union (2955 ft.; bed for members 50 ø., for others 1¼ kr.), 1½ hr. from Bolhøvde. Guide to the Vasbygvand about 8 kr.

The ***Steinbergdal**, which we now descend, on the right bank of the stream, is a grand valley falling away in steps, with sombre basins, small lakes, a few green pastures, and deep rocky ravines, in which there are several fine falls of the *Steinbergdøla*. In 1-1¼ hr. we reach the *Øie-Sæter*. About ½ hr. farther, at the W. end of a small lake, the path turns into a side-valley and ascends abruptly for ¼ hr. Below the small *Noset-Sæter* it is carried by a narrow foot-bridge over a large brook, which falls in a fine cascade into the main stream. At the *Grenestøl-Sæter* we rejoin the main valley, which we now follow, at first high above the stream, and then descending in windings, to (1 hr.) *Østerbø* (decent quarters, R., S., & B. 2¼ kr.), the first gaard in the Sogn district, 3½ hrs. from the tourist-hut. After a short ascent our route descends the

steep and once formidable *Næsbøgalder*, partly by a long ladder, and partly by a wooden gallery attached to the rock, above a small lake, to the (3/4 hr.) gaard of *Næsbø*. The path now cuts off a bend of the valley and crosses a hill on which lies the *Holmen-Sæter*. In 20 min. more we descend the steep and trying *Bjørnestig*, and then wind down into the ravine. We next ascend to the gaard of *Sønjareim* or *Sønnerhejm* (rfmts.), 33/4 hrs. from Østerbø, superbly situated. Then down the *Sønjareimsgalder*, provided with an iron railing. After 1 1/4 hr. the valley expands. In 1/4 hr. more, beyond the gaards of *Øie* and *Stene* (bed, if need be), where we engage a boatman, we reach the sombre **Vasbygdvand* (173 ft.; area 7 sq. M.; depth 220 ft.), enclosed by abrupt rocky slopes, and row to (40 min.; 1 1/2 kr.) its W. end. Good road thence to (6 Kil.) *Aurland* (p. 152).

8. From Christiania through the Valders to Lærdalsøren on the Sognefjord.

Prior to the opening of the Bergen Railway (R. 7) the chief route between Christiania and the W. coast led through the *Valders*. Some travellers may still prefer it for the sake of the scenery, especially as the tamer part of the journey (to Fagernæs, p. 46) is now quickly performed by railway. The Lake Spirillen route (p. 46) is a day longer. From Fagernæs to Lærdalsøren is a drive of three days. Another route, the so-called 'New Valders Route' through Jotunheim (comp. pp. 54, 56), is now rising in favour.

a. Railway from Christiania to Fagernæs.

210 Kil. State railway (*Nordbane*, connecting Christiania with the W. bank of Lake Mjøsen) to *Eina*, and private line (*Valdersbane*) thence, in 8 1/2 hrs. (fare 10.45 or 7 kr.). To Gjøvik on Lake Mjøsen, 124 Kil., in 4 1/2 hrs. (6.20 or 3.85 kr.).

The train starts from the chief station, see p. 8. Beyond the suburb of *Vaalerengen* the Nordbane diverges from the Ostbane and ascends in a curve. To the left is the suburb of *Kampen* with a reservoir of the water-works. 4 Kil. *Teien;* 7 Kil. *Grefsen* (355 ft.), junction of a branch-railway to Almabru (p. 80). To the right, at the foot of the *Grefsenaasen* (1195 ft.), lies the Grefsen Sanatorium.

10 Kil. *Kjelsaas* (509 ft.) lies near the efflux of the Akers-Elv from the *Maridalsvand*, on the E. bank of which the train runs, passing through several tunnels. It then ascends rapidly through wood to *Nittedal* (770 ft.) and again descends. 32 Kil. *Hakedal* (545 ft.), with a church and disused iron-works. We ascend the valley of the *Hakedals-Elv*, skirt the E. bank of the *Haresluvand*, and mount rapidly through a tunnel to (53 Kil.) *Roa* (1214 ft.; near which diverges the unfinished part of the Bergen Railway, the Hønefos-Gulsvik section; comp. p. 39); then descend to (61 Kil.) *Lunner* (918 ft.) and (68 Kil.) *Gran* (672 ft.).

72 Kil. *Jaren* (680 ft.), whence a branch-line runs by *Brandbu* to *Reikenvik* on the Randsfjord (7 Kil.; see p. 26).

The main line again ascends (gradient at places 1 : 50), skirting the wooded *Brandbukamp* (1656 ft.), to (81 Kil.) *Bleiken* (1165 ft.), where we have a *View, to the left, of the middle part of the Randsfjord (p. 26). Farther on, through wood and past some small lakes, it reaches its highest point (1618 ft.). At (97 Kil.) *Haagaar* (1404 ft.) we come to the pretty *Einavand*, and skirt its W. bank.

101 Kil. **Eina** (1315 ft.; *Eina Hot.*, *Fjordheim Hot.*), at the N. end of the lake, where the train crosses its outflow, the *Hunds-Elv*, is the junction of the Valders Railway (see below). The Nordbane descends the valley of the Hunds-Elv to (107 Kil.) *Reinsvold* (1167 ft.; branch-line to *Skreia* on Lake Mjøsen, 22 Kil.), *Raufoss* (1060 ft.; with an army cartridge-factory), *Breiskall*, *Nygard*, and (124 Kil.) *Gjøvik*, on Lake Mjøsen, see p. 81.

The Valders Railway descends W. from Eina, past (109 Kil.) *Trevand* and (116 Kil.) *Skrukli*, to the *Randsfjord*, the E. bank of which it skirts (fine view). The stations of *Hov* and *Fluberg* have steamboat-piers (p. 39).

140 Kil. **Odnæs** (550 ft.; *Odnæs Hot.*, R. 2, S. 1½ kr., very fair; *Vaarnæs Hot.*) lies near the N. end of the Randsfjord. The train now ascends the valley of its affluent, the *Etna-Elv*.

148 Kil. **Dokka** *(Rail. Rest.)*, in the province of *Nordre Land*, lies at the influx of the Dokka-Elv into the Etna-Elv. The train crosses the latter and follows the S. side of the valley. Scenery rather tame. On the N. side of the valley ('Solside', sunny side) are several substantial gaards. 155 Kil. *Nordsinnen*. Above the opposite bank is the church of that name, and on the road, beyond it, is the good *Tomlevold Hotel*, with its handsome old timber buildings. 166 Kil. *Etna;* pleasant view up the valley. The railway, as well as the road, crosses the Etna-Elv and ascends the wooded *Tonsaas*, which separates the valleys of the Etna and the Bægna. Pleasant woodland scenery, with several wild gorges.

179 Kil. **Tonsaasen** (1968 ft.), on the top of the plateau, is a favourite summer resort. **Tonsaasen's Turist-Hot. & Sanatorium*, ¼ hr. from the station (pens. 5-8 kr.; post and telegraph), has beautiful wood walks and points of view, whence we survey the whole of Valders, bounded by the Jotunheim Mts. To the S.W., on the Fjeldheim road, is the (4 Kil.) **Breidablik Sanatorium* (pens. 112-154 kr. per month; post and telephone), amid pine-woods, also with fine views. From Breidablik to Fjeldheim (p. 47) a descent of 5 Kil.

Beyond Tonsaas the train descends, past (191 Kil.) *Bjørgo*, into the *Bægnadal*, crosses the Spirillen road (p. 46) at its junction with the Valders route, and reaches —

197 Kil. **Aurdal.** On the hill-side to the left, below the road, lies the large village of *Frydenlund*, with the finely situated *Hot. Frydenlund* (R. 1½-2, B. 1½, D. 2, S. 1½ kr.; English spoken).

About 6 Kil. W., on the S. bank of the *Aurdalsfjord*, into which the Aabjöraa falls in a cataract, is *Pension Hove* (70 kr. per month). Thence a path leads past the *Olsjø*, by *Sinderlien* and *Sandersæteren*, a sæter-inn ($4^1/_2$-5 hrs. from Hove), to (10-11 hrs.) *Rolfshus* in the Hallingdal (p. 45).

The train runs high above the Bægna, which has several falls, partly through wood. To the left we see the *Aurdalsfjord*, with its numerous islands, through which the Bægna flows, and the valley of the *Aabergs-Elv*. 206 Kil. *Leira*. On the left, below us, is the beautiful *Strandefjord* (1170 ft.), through which the Bægna also flows, and which extends to (20 M.) Fosheim (p. 48).

210 Kil. **Fagernæs** *i Nordre Aurdal* (1247 ft.; *Hot. Fagernæs & Skyds-Stat.*, with telephone, R. or D. 2, B. or S. $1^1/_2$ kr.; *H. Fagerlund*, similar charges, both opposite the station, good), pleasantly situated among pine-woods on the N. bank of the lake, is the terminus of the Valders Railway. The names ('fair promontory' and 'fair grove') are appropriate. The road through Østre Slidre to Lake Rygdin (p. 164) diverges to the right by the Hotel Fagerlund. About 5 min. from the bifurcation a steep path ascends to the right to a pavilion with a fine view of the lake. — Carriages for the further journey wait at the station, see p. 48; a motor-boat also plies to Fosheim (p. 48) once or twice daily in $1^1/_2$ hr. (fare $1^1/_2$ kr.).

b. From Christiania by Lake Spirillen to Aurdal-Fagernæs.

Railway from Christiania to *Heen*, 131 Kil., express in $4^1/_2$ hrs. (fare 7.05 or 4.50 kr.), ordinary train in $6^3/_4$-9 hrs. (fare 6.55 or 4.10 kr.). — Steamboat (Com. 455) from Heen to *Sørum*, 56 Kil., once daily in 5-$5^1/_2$ hrs. (fare 3 kr.); when the river is low, the boat starts from Bergsund, to which passengers are conveyed by carriage. Through-tickets to Sørum are to be had at Christiania (9.55 or 7.10 kr.). — Road from Sørum to *Fagernæs*, 64 Kil., with fast stations. The Drivers' Union *(Kjøreselskabet)* lets carriages from Sørum to Lærdal for 85, 100, or 115 kr. for 2, 3, or 4 pers., but recommends previous order by telephone. If the drive (on account of low water, see p. 47) be begun at Granum, 5, 6, or 7 kr. is added to the above fares; and 6, 8, or 10 kr. is charged for the détour to Lake Tyin (p. 57). Fares are often reduced in the slack season.

From Christiania to *Heen*, see R. 3. — The Steamer (D. on board, 2 kr.) ascends the *Bægna* or *Aadals-Elv*, the effluent of Lake Spirillen. The navigable channel, with lake-like expansions, is indicated by stakes. To the left is the large gaard of *Semmen*, to the right the church of *Ytre Aadalen*, further on to the left *Skollerud*. The banks are hilly and pine-clad. The stream becomes rapid. To the left, 15 Kil. from Heen, lies the handsome gaard of **Bergsund**, where the steamer starts when the water is low.

The mountains become higher and more varied. Floating timber abounds. We reach, 2 hrs. from Heen, the rapid *Kongstrøm*, which forces its way through an old moraine, and soon enter —

***Lake Spirillen** (495 ft.; probably from *spira*, 'to bubble'; area $91^1/_2$ sq. M.; length 25 Kil. or $15^1/_2$ M.; depth 354 ft.). The banks are enlivened by many gaards, with green pastures and a few cornfields, above which rise pine-clad hills. On our left, as we enter

the lake, is the *Høgfjeld* (3240 ft.). The chief place on the W. bank is *Viker* or *Aadalen*, with a church, 8 Kil. W. of which rises the *Gyranfisen* (3543 ft.). On the E. bank lies the fine gaard of *Engerodden*. Beyond the *Ramberg* (1680 ft.; left), we sight the head of the lake and the church of —

Næs, or *Næsmoen*, with its wild mountain-background. The *Bægna* enters the lake here, and is crossed by a long wooden bridge, under which the steamer passes. To the right, just beyond the bridge, about 4 hrs. from Heen, is the station of *Granum* (Granum's Hotel & Skyds-Stat.), where the steamer stops when the water is low. (Skyds to Sørum, 11 Kil.)

From Næs a road leads through the valley of the *Urala* to the *Øvre Hedal*, in which lies (22 Kil.) *Hdjarnstad*, with an old timber-built church, lately restored (comp. p. 28), in which some relics are preserved. Thence to Nesbyen on the Bergen Rail, see p. 40.

The navigable channel in the broad Bægna is marked by stakes. On both sides are wooded hills. On the left is the *Bjørnbratbjerg*, on the right the precipitous *Valdershorn*, which looks grandest from a point farther on. The steamer mounts the rapids of *Valdresstrømmen*, enters smooth water, and (1¼ hr. from Granum, 5 hrs. from Heen) reaches —

Sørum (*Sørum's Hotel*, very fair, R. 2, D. 2, B. or S. 1½ kr.), 56 Kil. from Heen, the steamboat terminus.

The Road up the valley from Sørum leads through pleasant scenery. To the right, beyond the river, lies the gaard of *Hougsrud*, one of the largest in Valders. Then, to the left, is the church of *Nedre Hedal* at *Tolleifsrud*, where a road to the Øvre Hedal diverges to the left (see above). Next comes *Dokken i Søndre Aurdal*. To the left rises the huge rocky *Morkollen*, the base of which the road skirts. Farther on we cross the *Muggedals-Elv*, which descends from the left.

18 Kil. *Garthus* (mediocre). To the left rises the *Tronhusfjeld*, to the right the *Fonhusfjeld*. Beyond the gaard of *Storsveen* we cross the *Høleraa*, which descends to the Bægna in pretty falls. A little farther on is the gaard of *Olmhus*. We then skirt the *Svartvikfjeld*. To the right opens the basin of *Bang i Søndre Aurdal*, on the left bank of the Bægna, with numerous farms, church, and parsonage. Close to Fjeldheim the Bægna forms the beautiful *Storebrufos*, which the road crosses.

17 Kil. **Fjeldheim** (*Fjeldheim Hot.*, R. 1½, D. 2 kr.), on the left bank of the Bægna, belongs to the parish of Bang. — The road now forks, the right branch leading by the (5 Kil.) Breidablik Sanatorium to (10 Kil.) rail. stat. Tonsaasen (diligence), see p. 45; the left branch leads to Aurdal.

The road to Aurdal ascends on the E. side of the Bægna ravine. To the W. rises the pointed *Høldeknatten*, at the base of which is the timber-built church of *Reinlid* (13th cent.), 1 hr. from the bridge over the Storebrufos. Our road is mostly hewn in the rock. Near

the gaard of *Jukam*, to the right, are the remains of a glacier 'cauldron'. Fine views of the deep gorge of the Bægna to the left. After a drive of 1¼ hr. from Fjeldheim we reach the highest point. The road rounds a projecting rock and sights the snow-mountains of Jotunheim, especially the Kalvaahøgda and the Turfinstinder (p. 55). The hilly road, running partly through wood, unites about ½ hr. short of Aurdal, with the Valders route, which skirts the railway (p. 45).

17 Kil. *Aurdal*, a station on the Valders line (p. 45). — We may drive on to —

13 Kil. *Fagernæs*, to avoid changing for this short stage.

c. Road from Fagernæs to Lærdalsøren.

149 Kil. A drive of 2-2½ days: Skyds for one pers. about 28, for two about 42 kr., and fee; carr. and pair for two pers. about 65, three pers. 76-80, four pers. 92-95 kr.; or with a digression from Skogstad to Lake Tyin (comp. p. 56), returning to Nystuen, 6, 8, or 10 kr. more; heavy luggage according to bargain. Advisable in the height of the season to order vehicles a day or two beforehand. — Those who arrive in the afternoon by rail may take Skyds the same evening to *Fosheim*, and sleep on the following nights either at *Grindaheim*, at *Nystuen*, or *Moristuen*. But as there is no lack of good inns the journey may be broken otherwise. It is always advisable to arrive at one's destination early in order to secure good rooms.

The scenery is picturesque almost all the way, and in parts will repay WALKERS, who may enjoy the novel experience of a night's march by daylight. In this case they should carry provisions, as the inns are hardly open before 7a.m. — With the VALDERS route may be combined a short excursion to the S. Jotunheim Mts.: Skyds from Fagernæs to Lake Bygdin (p. 55); motor-ferry across; ascend the Skinegg; motor-boat on Lake Tyin to Framnæs; drive to Nystuen (comp. p. 56). Those who have hired a carriage through to Lærdalsøren (see above) will limit their digression thus: drive from Skogstad to Framnæs on Lake Tyin (sleep); motor-boat to Tyinholmen, ascend Skinegg, and return to Framnæs in time to go on to Nystuen.

The road crosses the *Dal-Elv*, which descends from Østre Slidre, with several fine cascades, and follows the bank of the Strandefjord, passing the churches of *Strand* or *Svennæs* and (about 10 Kil. from Fagernæs) *Ulnæs*. From Ulnæs a long bridge crosses to the opposite bank, where the farm of *Stende* lies. (Thence to the Oset-Sæter on the Tisleivand, see p. 41.) To the W. rise the snow-mountains on the Vangsmjøsen (see p. 49) and several of the Jotunheim peaks. The upper part of the Strandefjord is called the *Graneimfjord*. The road ascends to —

15 Kil. **Fosheim** (*Fosheim Hot. & Skyds-Stat.*, with baths, good). The lake narrows to a river, the Bægna.

A road diverging to the left and crossing the Bægna leads in 1½ 2 hrs. to the *Fosheimsæter Sanatorium*, well spoken of, a favourite haunt of anglers. In 2 hrs. more we may reach the *Nøsen-Sæter* (pens. from 3 kr.), near the *Svenskenvand* (2354 ft.).

Beyond the church of *Reen*, which lies above the road, on the right, but is not visible from it, the river expands into the *Slidrefjord* (1194 ft.), whose N.E. bank the road skirts. About 9 Kil.

from Fosheim we reach the splendidly situated stone church and the parsonage of *Vestre Slidre* (1387 ft.), which affords a charming view of the lake. A narrow road diverging here to the right crosses the *Slidreaas* to Rogne in Østre Slidre (p. 54). Farther on, to the left, is *Einang's Hotel*, at *Volden*. Beyond the house of the 'Distriktslæge', or district physician (right), a gate and private road to the right lead to gaard *Ølken* (1395 ft.). On the left, just beyond kilometre-stone 90, is the *Vinsnes Hotel* (3-3½ kr. per day).

14 Kil. **Løken** (1280 ft.; *Løken Hot.*, good, R. 1-3, B. or S. 1½, D. 2 kr.; Engl. spoken) overlooks the Slidrefjord, with its numerous islands, and the snowy mountains to the W.

The ***Hvidhøfd** ('white head'; 3352 ft.), a peak of the Slidreaas, may be ascended from Løken in 2-2½ hrs. At the top is *Høifjeld's Hotel*. The view embraces the valleys of Vestre and Østre Slidre, the Bitihorn, and the snow-mountains N. of Lake Bygdin. A little farther on is the *Kvælehøgda*, where we see the whole range as far as the Vangsmjøsen, and the Hallingdal mountains to the S.

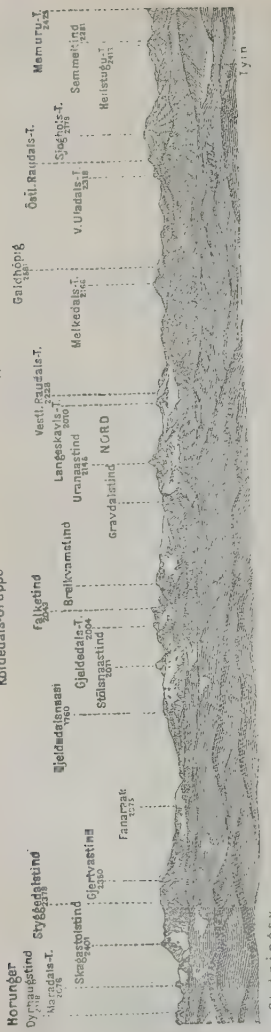
Beyond Løken is the church of *Lomen*. The road runs through wood, on the left bank of the Bægna, which about 6 Kil. beyond Løken forms the *Lofos*. We cross the *Vestea* and skirt the brawling Bægna. A road to the right leads to the church of *Hurum*. Our road crosses the Bægna and passes the *Vangsnæs Hotel* (right). We next cross the *Ala-Elv*, descending from the mountains to the left.

15 Kil. **Øilo** (1477 ft.; *Øilo Hot. & Skyds Stat.*, good), at the foot of the *Hugakollen*, 150 paces to the left of the road. Those who halt here may visit the *Sputrefos* (by the gaards of Rogn and Dahl, there and back 3-3½ hrs.).

We soon reach the ***Vangsmjøsen** (1529 ft.), a splendid Alpine lake, 19 Kil. long, and follow its S. bank. The road is partly hewn in the rock, especially beyond a projection of the abrupt *Kvamsklev*. In spring and autumn the road is endangered by falling stones; at the worst point it is protected by a roof. Farther on, a grand survey of the lake is disclosed. On the right rises the *Vednisfjeld*, on the left the *Grindefjeld* (see below), and opposite us the *Skjoldfjeld*. On the N. bank is the *Drøsjafos*. Next, to the right, we see the *Church of Vang*, which replaces the old timber church, removed to the Giant Mts. in Silesia in 1844. A stone by the churchyard-gate bears the Runic inscription: '*Kosa sunir risti stin thissi aftir Kunar bruthur sun*' ('the sons of Gosa erected this stone to Gunar, their brother's son'). A few minutes beyond the church we reach the good *Hot. Fagerlid* (Engl. spoken) and —

10 Kil. **Grindaheim** (*Grindaheim Hot. & Skyds-Stat.*, R. 1½-2, B. or S. 1½ kr., Engl. spoken, good), prettily situated on the Vangsmjøsen. To the S. rises the imposing *Grindefjeld* (5602 ft.; ascent, there and back, about 6 hrs.).

Still skirting the lake, we have a view of the riven rocky slopes on the N. bank of the lake, on which tower the *Skodshorn*, where a phenomenon similar to that seen on the Lysefjord (p. 111) is said



to occur, and the *Skyrifjeld*. About 12 Kil. from Grindaheim, near the W. end of the lake, into which the Bægna plunges in a lofty fall, lies the church of *Øye*. The road ascends in a bend to a higher part of the valley, crosses the stream, and reaches the small *Strandefjord* (1675 ft.). Ascent now steeper, and scenery wilder. Gaards are seen on the sunny (N.) side of the valley only. The rough old road follows the S. side. The new road crosses the Bægna.

17 Kil. **Skogstad** (1883 ft.; good *Inn*, Engl. spoken).

Ascending slowly, we pass the gaards of *Opdal*, at the entrance to the *Horndal*, which is closed by the *Horntind* (4775 ft.). After 3 Kil. we recross the Bægna, which forms several falls. A high but unimportant fall also descends from the *Raubergskampen* (4126 ft.), to the right.

Beyond kilomètre-stone 140 the road crosses the Bægna again, and, by a small cottage, forks: right to *Lake Tyin* (p. 157), left to the Lærdal. To the right of the latter is the *Stølsnøsi*. To the left lies the small *Utrovand*, above the S. banks of which rises the *Borrenøsi* (4242 ft.). To the right is the Stugunøse.

11 Kil. (but pay for 17) **Nystuen** (3255 ft.; **Knut Nystuen's Hotel*, R. 1½–4, B. or S. 1¼, D. 2 kr.; Engl. spoken), once a Fjeldstue, or hospice, built by government, lies on the barren *Fillefjeld*, at the S. base of the steep *Stugunøse* (4826 ft.) and above the N. bank of the Utrovand. The ascent of the Stugunøse (about 4 hrs., there and back) may be made by travellers who omit the excursion to the

Skinegg (p. 57). To the W., just beyond the enclosure of the hotel, we diverge to the right from the road and ascend W. by a bad path. We then follow a fence, on the E. side of a brook descending from the saddle, and lastly are guided by the stone landmarks to the summit. The view of Jotunheim is one of the finest in this region. The greater part of it is given in the annexed sketch, after E. Mohn's Panorama (pub. by Beyer of Bergen, $2^1/_2$ kr.). Farther to the left, above the lower hills, several peaks of the Horunger are also visible, particularly the Austabot-Tind with its glacier. To the right, beyond the Skinegg, are the snow-mountains to the N. of Lakes Gjende and Bygdin, the latter finely grouped, from the Sletmarkpig to the Turfinstinder and the Kalvaahøgda.

The road soon reaches its highest point (3296 ft.), the watershed between E. and W. Norway. About 2 Kil. from Nystuen, on this side of the *Kirkestøl-Sæter*, the old road diverges to the left, skirting the imposing *Suletind* (5810 ft.), and rejoins the new road near Maristuen (2-$2^1/_2$ hrs.; but marshy and hardly advisable). The new road crosses the river, and beyond kilomètre-stone 150 passes a column which marks the boundary between the Stifts of Hamar and Bergen. We then skirt the *Fillefjeldvand* or *Upper Smeddalsvand* and the *Lower Smeddalsvand* (3084 ft.), with the *Sudel-Fjeld* rising opposite, ascend rapidly to the *Bruse-Sæter* (3242 ft.), and descend thence, high above the foaming *Læra*.

17 Kil. (pay for 22 in opp. direction) **Maristuen** (2635 ft.; **Knut Maristuen's Hot.*, R. $1^1/_2$-6, B. or S. $1^1/_2$, D. $2^1/_4$ kr.), formerly the second 'Fjeldstue' on the Fillefjeld, founded as an ecclesiastical hospice in 1300.

Below Maristuen the vegetation (birches, aspens) testifies to the milder climate of W. Norway. The road crosses the torrent issuing from the *Oddedal*. To Lærdalsøren 50 Kil. more. We descend rapidly and cross the Læra by the *Haanung-Bro*. At *Børlaug*, about 4 Kil. short of Hegg, the Hallingdal route, crossing the river, joins our route on the left (p. 42).

11 Kil. (pay for 17) **Hegg** (1483 ft.; *Hegg Hot.*, R., B., S., $1^1/_2$ kr. each, well spoken of).

Beyond gaard *Kvamme* the road again bends S.W. and is nearly level, traversing a valley which was once the bed of a lake, terminated by the Vindhelle (p. 52). Numerous gaards. About 9 Kil. from Hegg and 4 Kil. from Husum we reach *Kirkevold's Hotel Borgund* (very fair, D. 1 kr. 80 ø.) and the small, age-blackened —

***Church of Borgund** (key at the inn; 1-2 pers. 40, each pers. more 20 ø.), the best-preserved '*Stavekirke*' in Norway, perhaps dating from 1150, but first mentioned in 1360. It has been carefully restored by the Norwegian Society of Antiquaries, whose property it is, and accurately shows the original character of this kind of church. The ornamentation, especially on the lofty portals, belongs to a golden period of art. On the W. portal is scratched a

partly obliterated Runic inscription: '*Thorir raist runar thissar than Olau misso*' (Thorer wrote these lines on St. Olaf's fair), and '*Thittai kirkia a kirkiuvelli*' (This church in the church-ground). The form of these runes affords a clue to the date of the building. The interior consists of a nave and aisles, with twelve columns, adjoined by a choir with a semicircular (perhaps not the original) apse. When the doors are closed the only light admitted is by small openings in the walls. Window-glass was unknown in Norway at that period, and the service probably consisted solely of the mass, chanted in the candle-lighted choir, while the congregation knelt in the dark nave. No 'Stave-kirker' were built after the Reformation. — The old *Belfry* ('Støpel'), standing between the old church and the large new one erected on a similar plan, was restored about 1660.

A little beyond the two churches the road enters the picturesque ravine of *Svartegjel*, worn by the Læra through the huge rock-barrier of the *Vindhelle*. The grandest point is the *Svartegjelfos*, close to the entrance. Farther on, to the left, at the mouth of the *Dylma*, lies *Nesdalen*. The gorge then again contracts to the *Grimsøigjel*.

After seeing the waterfall in the Svartegjel, walkers may return to the Hotel Borgund and ascend behind it, between houses and barns, to the Old Road, recognisable by the telegraph-poles. Ascending this to the left, we obtain a good view of the churches from above. Beyond the top of the hill the road descends in rapid zigzags, overlooking the Lærdal. From Hotel Borgund to Husum by this route is a walk of ½ hr.

13 Kil. **Husum** (1070 ft.; *Hotel*, good, R., B., S. 1 each, D. 2 kr., Engl. spoken). The Læra forms the cascade of *Holgruten*.

The road crosses the torrent by the *Nedre Kvamme-Bro* and leads on its left bank through a grand rocky *Ravine, with partly overhanging rocks. On the N. bank, where the old road ran, is the gaard of *Galderne*. The water-worn rocks show how much higher the river-bed must once have been. At one point the road has been hewn through a huge 'glacier cauldron'. Farther on, to the right, is the fine *Store Soknefos*.

The ravine expands. By *Gaard Sæltun*, situated on a mass of débris *(skred)*, the road crosses the river and then follows its right bank. It intersects the deposits of the *Jutul-Elv* (waterfall to the right) and enters a broader part of the valley, from which the *Opdal*, closed by the *Aaken* or *Okken* (5683 ft.), diverges S.E.

15 Kil. *Blaaflaten* (Inn), to the left of the road. Behind is the small *Bøfos*. The valley is enclosed by lofty mountains, on which old coast-lines are noticeable (comp. p. xxxii; rising in steps and forming horizontal lines), particularly after the road has crossed the river by the *Volds-Bro*, passed the church of *Tønjum*, and reached the gaards of *Æri*. Here the valley turns sharp to the N. Looking back, we have another view of the Aaken, with its peculiar crest. Lastly the valley turns W. On the right, near *Øie*, is the *Stønjumsfos*, descending between the *Veta-Aas* and the *Høgan-Aas*.

11 Kil. *Lærdalsøren*, see p. 153.

JOTUNHEIM
Lom
Lardal
Geogr. Anst. v. Wagner & Debes, Leipzig.
1 : 500.000
Kilom
Engl. Miles

9. Jotunheim.

Norway consists mainly of a vast tableland, but it has a few districts with the Alpine characteristics of well-defined mountain-ranges and valleys. Of these *Jotunheim* is the chief. It is bounded by the Sognefjord on the W., the Gudbrandsdal on the N.E., and Valders on the S. It was explored for the first time by *Keilhau* in 1820, and named by him *Jotunfjeldene*, or the 'Giant Mountains', but is now generally known as *Jotunheim*, a name recalling the 'frost giants' in the Edda.

The peaks of Jotunheim (called *Tinder*, *Pigge*, *Horne*, and *Næbber;* rounded summits are *Høer*) average from 5800 ft. to 6500 ft. in height; the *Galdhøpig* (p. 68) and the *Glittertind* (p. 67) alone exceed 8000 ft. The Swiss Alps are much higher (Mont Blanc, 15,784 ft.), and so is the snow-line (8850 ft.), which in Jotunheim is about 5580 ft. The larger glaciers are called *Bræer*, the smaller *Huller* ('holes'). Basins enclosed by precipices of 1500 ft. or more are known as *Botner*. The valleys lie, with few exceptions, above the forest-zone, and are therefore much less picturesque than those of the Alps. A peculiarity is that they rarely end in a pass, but culminate in a nearly level *Band*, with a series of lakes; the passage from one side to the other is sometimes so imperceptible that the uppermost lake has outlets in both directions. Three large lakes, *Bygdin*, *Tyin*, and *Gjende*, and many small ones, all at a height of 3000 ft. or upwards, enclosed by bare or sparsely overgrown rocky hills, complete this bleak northern scenery.

Travelling in Jotunheim is less easy than among the Alps owing to the lack of good paths. Even the frequented routes often lead through the débris of the 'Ure' (p. xxix), across marshes, or over glacier-torrents inadequately bridged. The direction is usually indicated by cairns or single stones ('Varder'). On the other hand the mountain ascents are generally easier than in the Alps. Note, however, that inns are scarce, and that it is often impossible to find shelter in the event of fatigue or rain. In stormy weather the motor-boats on the three great lakes cease to ply. Most of the 'hotels' are very unpretending. The rooms are generally clean and the beds tolerable; but the best rooms are often occupied by boarders, so that the tourist has to share a room with six or eight others or even to sleep on a bench in the dining-room. Arrive, therefore, as early as possible. Members of the Turist-Forening, known by their club-button, have a preferential right to beds at the tourist-huts (except those built with state aid) until 10 p.m. The charges are very moderate: bed usually $1^1/_4$ kr. (members of the Forening 50 ø.). The day's expenditure, exclusive of guides, need not exceed 4-5 kr. Most of the travellers are Norwegians, often parties of ladies.

The Sæters (also called *Støl* or *Sel*), or chalets, which contain at least one living-room and a store-room, offer very rustic quarters. A

frequented points rooms for visitors are sometimes provided in the outbuildings. The cows are usually sent up to the mountains *(til Sæters)* at midsummer (24th June), and remain there till the beginning of Sept. Women and girls are often their sole attendants.

The Guides are respectable, but generally speak Norwegian only, and are inferior in education and equipment to their Swiss congeners. As they are scarce the traveller must often wait until a group of tourists is formed The usual fee is 4 kr. a day, but the charge for each excursion is given below. The guide is not bound to carry more than 2 'bismer-pounds' (24 lbs.) of luggage, and even this he carries unwillingly. For longer tours we hire a porter, who receives about two-thirds of a guide's fee. No charge is made for the return-journey. — Ice-axes (*'Isøxer'*) and Ropes (*'Reb'*) are usually provided at the chief stations of the Turist-Forening. The art of mountaineering is far less developed in Norway than in Switzerland, and is indeed less required. Strong waterproof boots are essential. — Those who travel without a guide should, on leaving a sæter, whence numerous paths always diverge, ask to be shown the way for about half-hour. After that they will be kept right by the 'varder' or landmarks. As a rule keep each in view till the next is sighted. In dull or cloudy weather it safest to take a guide.

Except the greater ascents, most of the excursions may be made c horseback. The hire of a horse does not include the attendant's fee, wh if an adult ('voxen Mand'), is paid as a guide.

Finest Points in Jotunheim are included in the following tour (9-10 days): 1st Day. Motor-boat on Lake Bygdin to *Eidsbugaren* (pp. 55, 56), or motor-boat on Lake Tyin to *Tyinholmen* (p. 57); ascend *Skinegg* (p. 57). — 2nd and 3rd Days. To *Gjendeboden* (p. 60), and excursions near *Lake Gjende* (p. 60). — 4th and 5th Days. To *Spiterstulen* (p. 63), ascend *Galdhøpiggen*, descend to Røjshejm. — 6th and 7th Days. By *Bævertun-Sæter* (p. 70; reached a day sooner by omitting Røjshejm) to *Turtegrø* (p. 78). — 8th Day. Excursions from Turtegrø (pp. 78, 79). — 9th Day. By the Keiser and *Skogadalsbøen* (p. 72) to *Vetti*. — 10th Day. To *Aardal* on the Sognefjord (pp. 73, 74; half-day). — Or from Turtegrø we may go direct by *Fortun* (p. 77) to Skjolden on the Sognefjord in 3 hrs. (p. 156).

A Standard rule of Norwegian travel is that horses, guides, boats, food, etc. should always be ordered in ample time, on the day before if possible.

a. From Fagernæs to the Hotel Jotunheim, and up Lake Bygdin to Eidsbugaren.

1½ Day. Road to *Fagerstrand*, 56 Kil.: Skyds for 1 pers. 10.20, for 2 pers. 15.30 kr.; carr. and pair for 2, 3, 4 pers. 27, 30, 35 kr. — Motor Boat (Com. 457 a) on *Lake Bygdin* to *Eidsbugaren* in 3¼-4 hrs., once, or in the height of summer twice daily, fare 4 kr., or to Nyboden (half-way) 2 kr. — Then ascend the Skinegg (p. 57), and go on by Tyinholmen to Framnæs, etc. (p. 57).

Fagernæs, see p. 46. — The road ascends the *Østre-Slidre* valley, at some distance from the left bank of the *Dalelv*. Nearly level at first, it then ascends rapidly through wood. To the left, below, lies the *Sælbo-Fjord*, with several gaards high above it, and snow-mountains in the distance. On the right is the loftily situated church of *Skrutvold*, then that of *Rogne*. Below, to the left, is the *Voldbo-Fjord*, at the N. end of which is the church of *Voldbo*,

whence a good road leads to the left, over the *Slidreaas*, to (26 Kil.) Fosheim or to (20 Kil.) Løken (see p. 49).

We cross the *Vinde-Elv*, and then skirt the *Hæggefjord*.

23 Kil. **Hæggenæs Hotel** (R. 2, B. or S. 1½, D. 2 kr., good). To the E. rises the *Store Mellenfjeld*, the W. slope of which is the *Øiangenshøi*, a splendid point of view (ascent 3-3½ hrs.; guide 1 kr. 60 ø.).

The road now ascends steeply to *Hægge* and the chief church of *Østre Slidre*, a 'Stavekirke' (p. 28), mentioned as early as 1327, but largely rebuilt. To the left is gaard *Northorp*. Farther on, to the left, are the *Dalsfjord* and the *Mørstafjord*, connected by a river with each other and with the *Hedalsfjord*.

11 Kil. **Skammestein** (good quarters). The road runs above the Hedalsfjord. Beyond *Økshovd*, where a road to the Hedal-Sæters diverges to the right, the main road bends to the left towards *Lake Øiangen*. Fine view of the lake, with the *Slettefjeld*, *Mugnatind*, and *Bitihorn* (see below). We pass the *Beito-Sæters*, still ascending. Trees disappear. The marshy plateau is enclosed by mountains: W. the Mugnatind, N. the Bitihorn, on the abrupt E. slope of which the road crosses a pass.

At the *Hot. Jotunheim* (R. 1 kr., B. or S. 75 ø., very fair) we reach the E. bay of Lake Bygdin, divided into several arms, and its effluent, the *Vinstra*, which we cross by an iron bridge.

22 Kil. (pay for 25) **Fagerstrand** *(Turist-Hot. & Skyds-Stat.)*. The road ends here at the pier of the motor-boat. A footpath leads W. to the (¾ hr.) *Bygdinsund*, a strait between the bays and the main lake, and to the small *Hot. Bygdishejm*.

Ascent of the *Bitihorn (5250 ft.) and back, 4-5 hrs. About ¼ hr. S. of Hot. Jotunheim we diverge to the right from the road, in the direction of the disused tourist-hut of *Raufjordhejm*, and ascend the E. slope, keeping well to the left of several swamps at the beginning. The 'Horn' soon becomes visible, serving as a guide. For an hour we walk across 'Rab', or meagre underwood (juniper, dwarf birches, Arctic willows), and for another hour ascend the steep rock. Magnificent view of the imposing Alpine landscape to the W., and of the vast plateau to the E., relieved by several peaks and large lakes.

From Fagerstrand to *Gjendeshejm*, see p. 66.

Soon after starting, the motor-boat (p. 54) touches at Hot. Bygdishejm and enters **Lake Bygdin** (3485 ft.; area 17½ sq. M.; depth 705 ft.), the largest lake in Jotunheim, about 25 Kil. in length from E. to W. On the N. it is bounded by lofty mountains, on whose slopes cattle are pastured. The S. bank is lower and less picturesque. On the right we pass the mouth of the *Breilaupa*. About 4 Kil. farther is the 'Fælæger' *Hestvolden*, whence we may ascend the *Kalvaahøgda* (7159 ft.).

We next pass, on the right, the deep *Turfinsdal*, with remains of old moraines and the tourists' hut of *Nyboden* at its entrance. To the W. towers the *Turfinstind* (7030 ft.; ascent and back, 7 hrs.), a splendid point of view similar to the Kalvaahøgda.

From Nyboden to Lake Gjende (p. 60), two routes. One, very grand, but fatiguing, leads N.W. through the **Langedal**, passing the *Langedalstjærn* (4898 ft.), and crossing the *Langedalsbræ* (6233 ft.) between the *Sletmarkpig* (p. 59) on the left and the *Svartdalspigge* (see below) on the right, into the *Vesle Aadal*. Guide not always to be found at Nyboden. The other route, preferable and comparatively easy (4-5 hrs.; guide, not indispensable, 4 kr.), leads through the **Turfinsdal** and **Svartdal**. It ascends steeply at first, about 1000 ft., on the W. slope of the valley, and then gradually. After 1½ hr. it crosses the brook, and affords, to the left, a view of the *Turfinshul*, a basin formed by the Turfinstinder, while before us rise the three Knutshulstinder, enclosing the *Knutshul*. The highest part of the route is reached at the S. end of a long lake (4787 ft.), whence, on the 'Band' (p. xxix), we see the mountains to the N. of Lake Gjende, particularly the pointed Semmeltind. We skirt the E. bank of the lake; to the right, about halfway, diverges the path to the Lejrungsdal (p. 66). Two other small lakes lie to the left. Beyond the second, for which a curious natural barrier has been formed by an old moraine of the fine *Svartdalsbræ*, we cross the *Svartdøla*, which descends to Lake Gjende, with the grand *Svartdalspig* (7031 ft.) towering to the left. We soon reach a huge precipice descending to Lake Gjende, called *Gjendebrynet*, through which the Svartdøla has worn a deep gorge, the *Svartdalsglup*. The shortest way now descends W. (note the 'Varder' carefully), direct in ¾ hr. to the lake, where we shout for a boat to ferry us to Gjendebod (10 min.; each pers. 10 ø). — But if time permit, we ascend a steep stony ridge to the left to the ***Svartdalsaaxle** (5866 ft.), which commands a superb survey of N. Jotunheim. Far below lies Lake Gjende. We now descend on the W. slope by a rough path, below the Langedalsbræ, at first rapidly over loose stones, and then over soft grass. Lastly we follow the course of the glacier-stream into the Vesle-Aadal, whence we soon reach the *Gjendebod* (p. 60).

Voyaging on Lake Bygdin, we next pass the *Langedals-Elv*, and then the *Galdebergstinder* (6804 ft.), from which falls the *Galdebergsfos*. On the S. side rises the *Dryllenøs* (4934 ft.). Rounding the sheer rocks of the Galdeberg, we observe to the right above us the *Galdebergstind*, and facing us the *Langeskavl* (or *Rustegg*) with the Uranaastind (p. 59), an imposing scene. Next on the right opens a valley with a fall of the *Høistakka*, where the motor-boat calls when desired (p. 59). To the S.W. rise the Koldedalstinder (p. 59), and, furthest S., the Skinegg (p. 57). Looking back, we see the three peaks of the Sletmarkpig (p. 59). The lake owes its milky colour here to the *Melkedøla*, a genuine glacier-torrent.

Eidsbugaren, see p. 57.

b. From Skogstad or Nystuen to Lake Tyin and Eidsbugaren or Tyinholmen.

Road from Skogstad or Nystuen to *Framnæs*, on Lake Tyin, 11 and 10 Kil. respectively (pay for 17 or 16). From Framnæs Motor Boat (Com. 456) on Lake Tyin to *Tyinholmen* in 1½-2 hrs., once, or in the height of summer twice daily; fare 2 kr. (or boat with two rowers, for 1, 2, or 3 pers. 3.60, 4.40, 5.20 kr.). — Road from Tyinholmen to *Eidsbugaren*, ¾ hr., or over the Skinegg 2½-3 hrs. — We may then walk on to the Gjendebod the same evening (p. 59).

The road to Lake Tyin, diverging from the Valders road between *Skogstad* and *Nystuen* (p. 50), crosses near the *Opdals-Sæter* (2943 ft.) a foaming fall of the *Bjørdøla*, descending from the left,

and ascends steadily on the slope of the *Stølsnæsi* (with the *Raubergskampen* on the right, p. 50) to the —

Hotel Framnæs (R. 1½, D. 2, B. or S. 1 kr., good), on Lake Tyin, 6 Kil. from the parting of the ways, with a superb distant view of the bold Uranaastind and other peaks. The ascent of the *Storgalden*, which affords an extensive panorama, takes 2½-3 hrs. (there and back; rough path; guide 1 kr.).

Lake Tyin (3536 ft.; area 13½ sq. M.; length 14 Kil.; depth 325 ft.), like the other Jotunheim lakes, is a grand solitude. The banks are uninhabited, except in summer by 'Fækarle' and their cattle (at *Lorviken*, *Maalnæs*, *Gjetereden*, and *Tvindehougen* on the E. bank, and *Breikram* on the W.). Masses of snow in the hollows, reaching down to the water's edge, enhance the impressiveness of the scene. As we voyage up the lake, the Melkedalstinder are conspicuous to the right of the Uranaastind. To the left is the large W. bay whence the Aardøla issues; farther on we see the Koldedal with the pointed Koldedalstind (p. 59). The Falketind and other peaks also come in sight. The general view is highly picturesque. The terminus of the motor-boat is —

Tyinholmen (*Hot. Tyinholmen*, bed 1-1½ kr.; host speaks Engl.), a good centre for several excursions. A broad road, passing three small lakes, crosses the isthmus between lakes Tyin and Bygdin to (4 Kil.) —

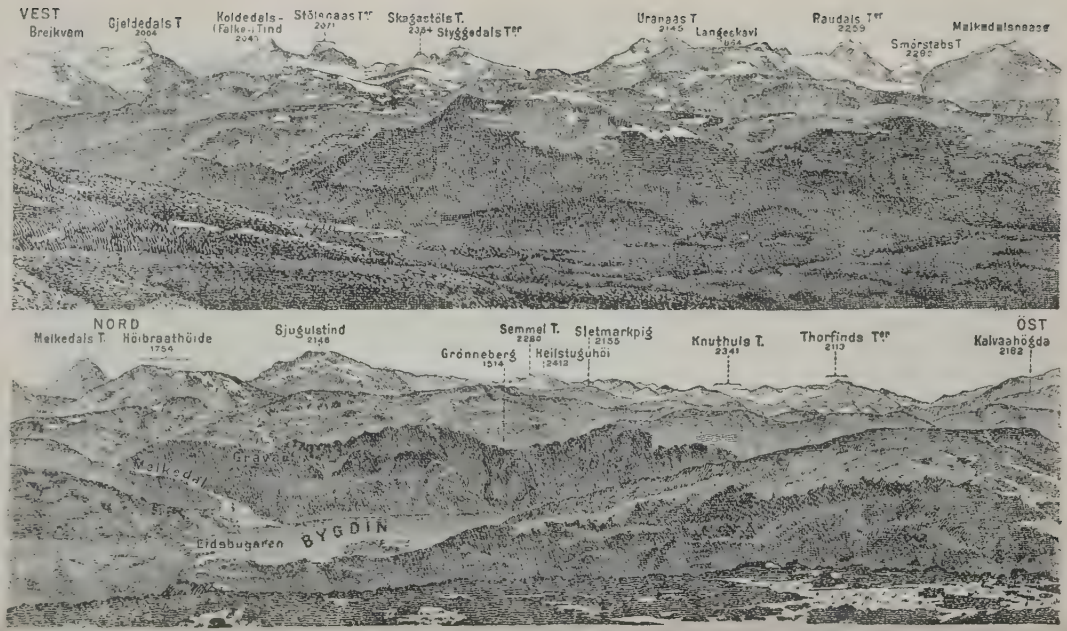
Eidsbugaren (*Hot. Eidsbugaren*, bed 1¼, B. or S. 1¼ K., very fair), at the W. end of Lake Bygdin (p. 55).

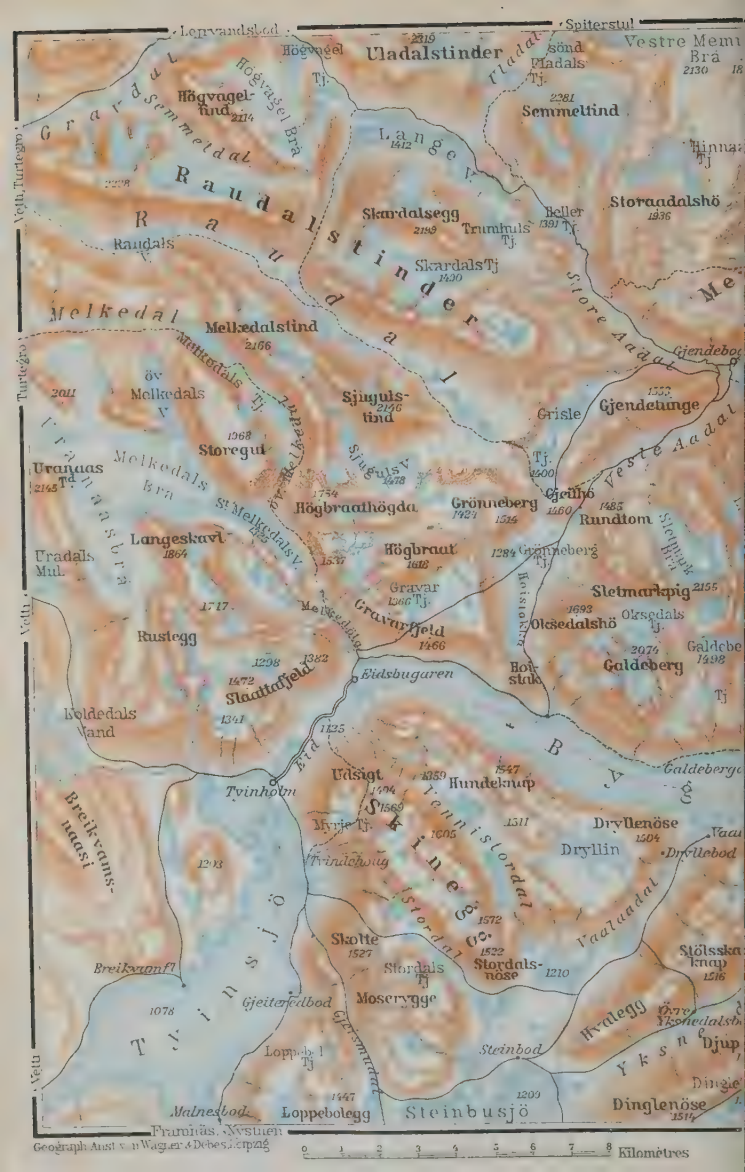
The favourite excursion, either from Tyinholmen or Eidsbugaren, is the ascent of the nearer peak of the long ***Skinegg** (4902 ft.; 1½ hr.). From either place we follow the road mentioned above to a point where the peak comes in sight (see *Udsigt* on the map), and ascend thence. In descending to Eidsbugaren avoid going too much to the right, where a torrent would have to be crossed, but make for the middle lake of the three lying on the road-side.

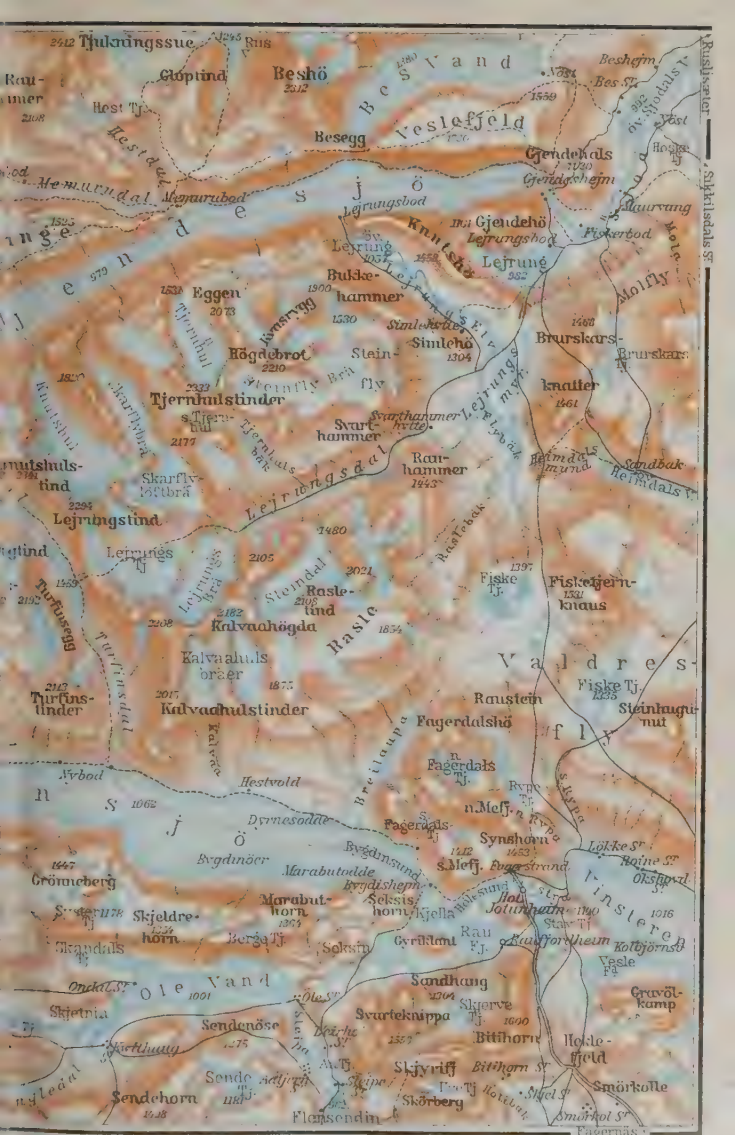
VIEW. To the S. we survey part of Lake Tyin and the whole Fillefjeld, with the Stugunøse near Nystuen (p. 50) and the rounded Suletind (p. 51). Of more absorbing interest are the mountains to the W. and N.: the Breikvamsegg, the Gjeldedalstinder (7090 ft.) and Koldedalstinder (p. 163; Falketind, Stølsnaastind), with their mantles of snow; farther distant the Horunger (Skagastølstind and Styggedalstinder, p. 79). Next are the Fleskedalstinder, the Langeskavl, the Uranaastind (p. 58), the Melkedalstinder, the Sjugultind, and other peaks. To the N. tower the mountains N.W. of Lake Gjende, and more prominently the Sletmarkhø, Galdebergstind, and Turfinstinder on Lake Bygdin. Of that lake itself the W. end only is visible, with the huts of Eidsbugaren. Comp. Panorama, p. 58.

Herds of reindeer are pastured in summer on the fjeld N. of Tyinholmen, and are sometimes seen near the road of an evening. Enquire of the landlord.

The ascent of the **Langeskavl** (6115 ft.), and back, takes half-a-day (guide necessary; 4, for each pers. more 1 kr.). From Eidsbugaren we ascend E., along the *Melkedøla* (p. 71), and at the top of the hill, instead of turning to the right into the Melkedal, enter a side-valley to the left, and mount as far as possible to the right. The bare summit towers above


VEST
Breikvem
Gjeldedals T
2004
Koldedals-
(Falke-) Tind
2041
Stölenaas T
2071
Skagastöls T.
2384
Styggedals T
Uranaas T
2145
Langeskavl
Raudals T
2259
Smörstabs T
2208
Melkedalsnaase
NORD
Melkedals T.
Höibraathöide
1754
Sjugulstind
2148
Semmel T.
2280
Sletmarkpig
2155
Grönneberg
1514
Heilstugunöi
2412
Knuthuls T.
2341
Thorfinds T
2113
ÖST
Kalvaahögda
2162
Melkedal
Eidsbugaren
BYGDIN


Uladalstinder
Semmeltind
Raudalstinder
Melkedalstind
Sjuguls-tind
Gjendelunge
Grisle
Storegut
Uranaas
Langeskavl
Rustegg
Slaatafjeld
Gravarfjeld
Grønneberg
Rundtom
Galdeberg
Hundeknup
Dryllenöse
Dryllin
Skolte
Stordalsnöse
Moseryggе
Hvalegg
Djup
Dinglenöse
Steinbusjö
Tvinsjö
Loppebolegg
Malnesbod
Gjeiterfelbod
Tvinholm
Eidsbugaren
Gravar
Sletmarkpig
Galdeberge
Vestre Aadal
Store Aadal
Kilometres


Tjukrungssue
Gloptind
Beshö
Besvand
Vesleffjeld
Besegg
Gjendekals
Gjendehö
Knutshö
Lejrungsbod
Lejrungsbod
Lejrungsbod

masses of snow. The view embraces the mountains seen to the W. of the Skinegg, to which we are now nearer, and also the whole of Lake Bygdin as far as the Bitihorn.

The ascent of the **Uranaastind** (7038 ft.), the highest E. summit of the *Uranaase*, takes 6-7 hrs., or a whole day there and back (comp. p. 75; guide necessary, 8, for each pers. more 1 kr.). We follow the Langeskavl route, which we leave to the W. in order to ascend the great *Uranaasbræ*. We cross the glacier to the *Bræskar*, whence we look down into the Skogadal to the W. (p. 71). Lastly an ascent on the N. side of about 800 ft. more to the summit, which is always free from ice. The extensive view vies with that from the Galdhøpig (p. 63). To the W. the Uranaastind descends sheer into the Uradal (p. 75); to the E. it sends forth two glaciers, the Uranaasbræ, just mentioned, and the *Melkedalsbræ*, the E. arm of which descends into the Melkedal (p. 71), while the N. arm, divided by the *Melkedalspigge*, descends partly into the Melkedal, and partly into the Skogadal (p. 71).

The **Koldedalstind** or *Falketind* (6703 ft.), N.W. of Lake Tyin, ascended in 1820 by *Keilhau* and *Chr. Boeck*, the first Jotunheim mountain ever climbed, is reached from Tyinholmen in 8-10 hrs. (guide 10, each pers. more 1 kr.). We ascend the valley of the *Koldedøla* (p. 75) to the foot of the Tind, and climb to the top, most of the way over glaciers. — The dangerous descent to the Koldedal should be avoided; better return by the same route.

*Excursion to the *Store Melkedalsvand*, see p. 71. Through the *Koldedal* to the *Fleskedals-Sætre* and *Vetti*, see p. 74.

c. From Tyinholmen or Eidsbugaren to Gjendeboden and Gjendeshejm.

Bridle Path from Eidsbugaren (p. 57) to the *Gjendeboden*, 5-6 hrs.; the path is bad, but is indicated by marks (guide, advisable, 2 kr. 40 ø., horse 4 kr.). — Motor Boat from Gjendeboden to *Gjendeshejm* (Com. 457 b), once, or in the height of summer twice daily; fare 2¾ kr. (or by rowing-boat, with one boatman for 1-4 pers. 3.20, 4, 5.20 kr., with two 6, 6.80, 8 kr.).

Tyinholmen and *Eidsbugaren*, see p. 57. From Eidsbugaren we follow the N. bank of Lake Bygdin, cross (10 min) the rapid *Melkedøla* (p. 71) by a wooden bridge, and in 1 hr. reach the *Høistakka*, which we cross by a bad wooden bridge a little above its mouth, while horses ford it lower down. This point may also be reached by the motor-boat, or by rowing-boat (with one rower, for 1, 2, 3 persons, 80 ø., 1 kr., 1 kr. 20 ø.).

We ascend rapidly on the left bank of the Høistakka, which descends from the heights in several fine cascades. Above the last the ground is marshy. In 1 hr. we reach the long *Høistaktjern* (ca. 4100 ft.), and then skirt the E. side of the lake for about ¼ hr. To the right towers the *Oxdalshø* (5552 ft.). We pass a small lake and cross (½ hr.) a brook. To the left rises the *Grønneberg* (4968 ft.), and at its foot lies a lake, through which flows the Høistakka. To the right is the huge *Stetmarkpig* (7068 ft.), whose great glacier descends N. into the Vesle Aadal. The route ascends more rapidly, passing to the W. of a small lake, to (40 min.) the passage between the *Gjeithø* (4790 ft.; W.) and the *Rundtom* (4872 ft.; E.), where we obtain a view to the N.E. of the Semmeltind, with the large glacier on its slope, and the Beshø (p. 65).

We descend the *Vesle Aadal*, following the course of the

stream, either wholly on the left bank or crossing it twice according to the state of the path. After a time Lake Gjende is fully revealed, with the Memurutunge to the left, and then the Beshø and the Veslefjeld. To the right, over the Vesle Aadal, tower the Svartdalspigge. About 1 hr. from the head of the pass, after crossing to the left bank for the last time, the path forks. We descend to the right, direct to the lake, provided the guide has a boat ready. Otherwise we go to the left, round the E. flank of the *Gjendetunge* (see below), to a bridge over the brook emerging from the *Store Aadal* (p. 61), and descend its left bank.

Mountain-climbers should combine the ascent of the *Gjendetunge* (see below), bounding the Vesle Aadal on the W., with this route (a digression of 1½-2 hrs.). About 20-25 min. after crossing the above-mentioned pass we turn to the left and ascend the steep and stony slope of the *Tungepig*, to the N., opposite the glacier of the Sletmarkpig. An hour's climb on the N.W. side of the Tungepig brings us to the nearer peak of the Gjendetunge, falling precipitously to Lake Gjende. We may then descend to the Store Aadal (p. 61).

Gjendeboden (a tourists' hut, kept by *Rønnaug Hoft;* 20 beds; good fare) lies on Lake Gjende, at the mouth of the Store Aadal, which is backed by the snow-clad Skardalsegg, and at the foot of the precipices of the Memurutunge, and is a good centre for excursions. Guides, *Nils K. Storstensrusten* and *Halvor Hoft*.

***Lake Gjende** (3212 ft.; 478 ft. deep; 18 Kil. long) is enclosed on both sides by abrupt mountains, of which the *Beshø* (p. 65), on the N., and the *Knutshulstind* (7681 ft.) and *Svartdalspig* (7031 ft.; guide from Gjendeboden 3 kr.), on the S., are the highest. These peaks are not seen from the Gjendebod, but become visible as we ascend the Store Aadal. The colour of the water is green, especially when seen from a height. The lake is fed by several wild glacier-torrents. Fog ('Gjendeskaven') often prevails.

From the Gjendebod over the Memurutunge to the Memurubod 4 hrs. (with guide, 3 kr.). We follow the N. bank of the lake for ½ hr., and then a steep grassy slope to the left. By a small lake (4790 ft.; 1 hr.) we pass two large 'Varder' and soon reach the top of the hill. The ***Memurutunge**, a hilly plateau about 5020 ft. in height, with snow-fields, small lakes, and interesting Alpine flora, forms a kind of mountain-peninsula, bounded on the W. by the Store Aadal, on the S. by Lake Gjende, and on the N. by the Memuru-Elv. The VIEW embraces, to the S., the Knutshulstind, the Svartdalspig, and between them the deep Svartdal; then the Langedal and the Sletmarkpig; to the W., from the Raudal, rise the pointed Melkedalstinder and Rauddalstinder, chief of which is the Skarvdalstind. To the N.W. lies the Langevand with the Smørstabtinder, the Kirke, and the Uladalstinder. To the N. the Hinaatjernbø, Memurutinder, and Tjukningssue. To the E., the Beshø. — We now descend to the Memurudal, which we reach near the *Øvre Memurubod-Sæter*. Following the right side of the brook for another hour, we reach Memuruboden (p. 61), where we cross a brook close to the houses.

The view from the (2 hrs.) **Gjendetunge** (5095 ft.) is superior to that from the Memurutunge only in its fuller survey of the lake. We cross the bridge to the W., ascend the Store Aadal on the right bank for about ½ hr., and then ascend steeply to the left.

The ascent of the highest **Knutshulstind** (7681 ft.), from the Gjendebod, through the Svartdal (p. 56), takes 8 hrs. (for experts only).

From the Gjendebod through the Raudal to Skogadalsbøen, 10-12 hrs. (guide 6 kr.). The route leads up the *Store Aadal* on the right bank to a (1/2 hr.) waterfall formed by a brook descending from the Grisletjørn, and then ascends rapidly to the left. Farther on it crosses the brook and leads on the N. side of the *Grisletjørn* and other ponds to the *Raudalshoug* (3 hrs. from the Gjendebod), where the **Raudal** begins. This grand, but at first monotonous valley, with its almost unbroken series of lakes, lies N. of and parallel with the Melkedal (p. 71). On reaching the 'Band', at the top, we enjoy superb *Views in both directions: to the right rise the *Raudalstinder* (7412 ft.; first ascended by Carl Hall in 1890; 7-8 hrs.; not difficult, but guide necessary); to the left is the Melkedalstind with its sheer precipice; between these peeps the Fanaraak (p. 70) in the distance; looking back, we see the Raudalstind on the left, the Sjugulstind on the right, and between them the Sletmarkpig (p. 59) with a great glacier amphitheatre. It takes about 1 1/2 hr. to cross the 'Band', from which a route leads W. round the Svartdalsegg to the Langvand and the Store Aadal (a round of 10-12 hrs. from the Gjendebod). We next cross the *Raudals-Elv* by a snow-bridge and traverse toilsome 'Ur' and patches of snow on the S. side of the valley, skirting a long lake for 1 1/2 hr. (patience very necessary). As we near the **Raudalsmund**, the precipice with which the Raudal ends at the Store Utladal, the scenery again becomes very grand. We see the mountains of the Utladal and Gravdal, including the curiously shaped Storebjørn (p. 70), from which the *Sjortningsbræ* descends. To the E. we survey the whole of the Raudal, flanked by the Raudalstinder on the N. and the Melkedalstind (p. 71) on the S. The red ('raud') gabbro rock here has given the valley its name.

We now descend on the S. side of the grand fall of the Raudals-Elv to the *Store Utladal*, about 2 1/2 hrs. above Skogadalsbøen, see p. 75.

The *Voyage down Lake Gjende (motor and rowing boats, see p. 59) is highly picturesque. Soon after starting we obtain a view, to the S., of the Svartdal (p. 56), at the entrance of which we observe the cattle-shed of *Vageboden*. To the N. rise the slopes of the Memurutunge (p. 60). About halfway down the lake, at the mouth of the *Memurudal*, is the tourists' hut of **Memuruboden**, kept by the guide *Ole G. Sveine* (R. 1, D. 2 kr., B. or S. 80 ø., very fair), where the motor-boat calls (1 hr.; 1 1/2 kr.). In the background of the valley is the abrupt ridge of the *Tjukningssue* (7913 ft.). Towards the N.E. the Beshø is conspicuous during the trip, and more to the E. the Veslefjeld descends abruptly to the lake. To the S. of the lake towers the Knutshulstind with its glacier.

From the Memuruhod a most attractive and (with guide, about 5 kr.) fairly easy glacier-pass leads to Spiterstulen (8-9 hrs; p. 63). We ascend the *Memurudal*, watered by the turbid and milky Memuru-Elv, to the *W. Memurubræ*, ascend this glacier to the pass adjoining the *Hejlstugubræ* (p. 62), and descend the *Hejlstugubræ* to the Visdal (p. 62).

From Memuruboden a good footpad leads along the lake to Gjendesheim in 3 hrs.

At the E. end of the lake, on the N. bank of its effluent the *Sjoa*, lies the club-hut of *Gjendesheim* (see p. 65).

d. From Gjendeboden to Røjshjem.

Two Days. 1st, in 8-10 hrs. to *Spiterstul*, path marked by Varder (guide 4 hr.); 2nd, to *Røjshjem*, either direct (5 hrs.) or over the *Galdhøpig* (see p. 63).

We ascend the left bank of the *Store-Aadal* and pass through

he defile of *Høistulen*, between the Memurutunge and the Gjendenge. To the right, the *Glaamsdalsfos*. Splendid view of the Semmeltind to the N. (see below). In 1 hr. we reach the *Vardesten*, a large rock; 1/2 hr. beyond it the bridle-path to the Memurutunge diverges to the right (p. 60). We next see, to the left of the Semmeltind, the Hellerfos (see below), and to the left, above the fall, the imposing *Uladalstinder* (7608 ft.; easy ascent, splendid view). Walkers will find the passage of the *Semmelaa*, which descends from the *Semmelhol* glacier, unpleasant after rain. (The Semmelhol is also crossed by a route into the Visdal, no less unpleasant, but much grander.) Our path ascends rapidly on the E. (right) side of the foaming *Hellerfos*, the discharge of the Hellertjærn, and reaches the top of the hill in 1/2 hr. (2 hrs. from the Gjendebod). Behind us is a superb view of the Sletmarkpig and Svartdalspig. We traverse a weird wilderness, bounded by the Uladalstinder and strewn with glacier-boulders. We at first follow the path skirting the *Hellertjærn* (4563 ft.) to the N.W., and then turn to the right into the valley which leads N., and afterwards more to the E., to the Uladalsband. Where the steeper ascent begins (2 1/2 hrs. from the Gjendebod) riders must dismount.

FROM THE HELLERTJÆRN TO THE LEJRDAL AND RØJSHEJM, 3-4 hrs. longer than our present route, but much less toilsome (guide, not indispensable, to Ytterdals-Sæter 5 kr. 70 ø.; horse to Røjshejm 8-10 kr.). From the Hellertjærn we follow the main track, reach the *Langevand* or *Langvatn* (4630 ft.), and skirt its N. bank (1 1/2 hr.). On the right rise the Uladalstinder; to the S., the *Skardalsegg* (7215 ft.). At the W. end of the lake we ascend past the two *Høgvageltjærne* to the **Høgvagel** ('Vagge', a Lapp word, 'mountain-valley'; 5430 ft.), the highest point of the route; grand view of the Horunger to the S.W. The path then descends to *Lejrvandsboden* on the *Lejrvand* (p. 76).

A steep ascent of 1/2 hr. brings us to the first of the four *S. Uladal Lakes* (about 5180 ft.). This and the second lie to our left, the third to our right, and the fourth to our left. The route, here extremely toilsome, keeps to the right below the slopes of the *Semmeltind* (7480 ft.; easily ascended from the N. side; 'Semmel', a female reindeer). After another hour it reaches the **Uladalsband** (5758 ft.), its highest point, where it joins the route across the Semmel Glacier. We now descend to the two *N. Uladal Lakes* (5166 ft.). To the right rises the *Hejlstuguhø* (p. 63). Following the E. bank of this lake over most trying 'Ur', we at length reach (2 hrs., or from the Gjendebod 6 hrs.) *Uladalsmunden*, the junction of the Uladal with the Visdal (red finger-post). Splendid view up and down the latter valley. To the left towers the Kirke. Route to the Lejrvand, see p. 76.

The route down the **Visdal** (to the Spiterstul 1 1/2-2 hrs. more) follows the right (E.) bank of the *Visa*, at first traversing soft turf, a pleasant contrast to the 'Ur'. To the left towers the *Styggehø* (7282 ft.). After 1 hr. we reach the *Hejlstuguaa*, descending from the *Hejlstugubræ* (bridge a little higher up). Shortly before reach-

ing the (1 hr.) Spiterstul, we observe to the left, through the *Bukkehul*, the Sveljenaasbræ and the Styggebræ (p. 68), two glaciers with magnificent ice-falls, especially the latter.

Spiterstulen (3700 ft.), the highest sæter in the Visdal, with the *Skauthø* (p. 67) on the E., affords plain quarters in the house of the guide, *Eilev H. Ofigsbø* (bed or B. 70 ø., D. 1½ kr.).

With a guide (generally obtainable at Spiterstulen) we may ascend the *Glittertind* (p. 67), the *Lejrhø* (7884 ft.), the *Hejlstughø* (7914 ft.), and one of the *Memurutinder* (7966 ft.).

Instead of going direct to Røjshejm, it is preferable to ascend the Galdhøpig (p. 68) from Spiterstulen (4½ hrs.; guide 6 kr. for 1 pers., each addit. pers. 2 kr.). The route, while on the rock, is good, and even on the glaciers offers few difficulties to Alpine climbers. It leads N. from the *Sveljenaasbræ* and over the three peaks of the *Sveljenaasi*. Splendid views of the Visdal Mts. behind us. — Those who wish to go first to the *Juvvas Hut* (p. 68) hardly need a guide (3 kr.; 4 hrs.): from the Visa bridge they ascend the slope N.W., following the Varder; at the top they cross the lowest tongue of the Styggebræ, and then have an almost level walk to the hut.

From Spiterstul to Røjshejm about 5 hrs. more (guide not indispensable). We soon reach the birch-zone (about 3600 ft.) and (½ hr.) a rock-barrier through which the Visa has forced a passage. In another ½ hr. we come to a grove of picturesque firs ('Furuer', whose zone extends up to about 3280 ft.), most of them bare on the N. side. Above us, to the left, is a tongue of the Styggebræ. We cross (¼ hr.) the *Skauta-Elv*, which forms a waterfall above. Curious bridge. To the S. we perceive the Uladalstinder and the Styggehø (p. 62). Farther on is a guide-post pointing E. to Glitterhejm (p. 67), and W. to the route leading across the river and past the *Nedre Sulhejms-Sæter* to the Juvvashytte (W.; p. 68). The Røjshejm route remains on the right bank.

We cross the *Glitra*. On the other side of the valley we see the *Nedre Sulhejms-Sæter*. We cross the *Grjota*, the *Smiugjela*, and the *Gokkra*. The Visa is lost to view in its deep channel; we follow the margin of its ravine. A path ascending to the right for a few hundred paces leads to the finely situated *Visdals-Sætre* (2958 ft.; quarters obtainable, best at the *Øvrebø-Sæter*).

The **Gokkraskard**, a fine point of view, may be ascended hence: to the S. the Uladalstinder, to the S.W. the Galdhøpig, to the W. the Hestbræpigge. — Still finer is the **Lauvhø** (6710 ft.), whence the Glittertind is also visible.

From the Visdals-Sætre we may also ascend the *Gokkerdal*, between the Lauvhø on the N. and the Gokkeraxel on the S., to the pass of *Finshals* (3884 ft.). Following the *Finshals-Elv*, and crossing the *Smaadals-Elv* in the *Smaadal*, we may turn to the right to the *Smaadals-Sæter* (3903 ft.), whence the huge *Kvitingskjele* (6975 ft.) to the N. may be ascended, and to the *Smørli* and *Naaver Sæters* on *Lake Tesse*. Thence across the lake and past the *Oxefos* to *Storvik* (p. 85; 1-1½ day).

The Røjshejm route remains in the valley, skirting the *Visa Ravine*. The *Lauva* descends from the right. The sæter-path descends steeply, and in 1½ hr. from the Visdal-Sætre reaches the first houses, where we cross the curious bridge to the left.

Røjshejm, see p. 67.

e. From Vinstra in the Gudbrandsdal to Gjendesheim.

Two Days. 1st. New Road, with fast stations, to the *Kampe-Sæter*, 28 Kil., about 5 hrs.' drive. — 2nd. Road to the *Sikkilsdals-Sæter*, 25 Kil.; thence walk, and partly row, to Gjendesheim.

Vinstra, p. 83. — The road diverges to the left ('til Kvikne') from the Gudbrandsdal route, crosses the railway and the *Lougi*, and ascends past Furuheim (p. 84) and through wood. The way to the Fæfor Sanatorium (p. 84) diverges to the left. After 25 min. the large gaard of *Lo* lies to our right; the deep wooded gorge of the *Vinstra* opens on our left. We ascend steeply above the ravine. In 25 min. more a path to the right leads to the Kongsli Sanatorium (p. 64). To the left the *Gaalaa* falls from the *Fæforkampen*, on the opposite slope. We pass several gaards.

10 Kil. *Vistad*, near the church of *Kvikne* and the large gaard of *Harilstad*. After 20 min. the road enters a ravine to the right, crosses a brook, and ascends to the left for nearly an hour. At the top the drivers make a long halt at gaard *Graupe*. To the right is the lofty *Hedalsmuen*.

The road crosses the *Ommundsaa* and the *Skaabyggja* (saw-mill) and passes several gaards. The lake of *Olstappen* becomes visible to the left, and we soon reach the new *Hot. Bakkerud* (R., B., S. 80 ø. each, good). In 1/4 hr. more we come to —

18 Kil. **Kampe-Sæter** (3050 ft.; *Inn*, R. 1-1 1/4 kr., B. 80, D. or S. 1 kr. 20 ø., very fair), a summer resort.

Passing the sæter of *Rovelien*, we ascend to the top of the hill, where we have a last view of the Kampe-Sæter. Then a hilly plateau. The *Skalfjeld* rises to the left. Jotunheim now comes into sight, with the Valders Mts. to the left and those of Lom (p. 86) to the right. We descend, and about 2 hrs. from the Kampe-Sæter cross the *Murua*. In 1 hr. more we reach the *Aakrevand* and skirt its N. bank.

18 Kil. *Aakre-Sæter* (3130 ft.; modest rfmts.) lies at the W. base of the *Aakrekampen* (4630 ft.), 5 min. from the road. — We now gradually ascend along the affluent of the Aakrevand to the (1 1/2 hr.) —

Sikkilsdals-Sæter (very fair, R., B., S. 70 ø. each, D. 1 1/2 kr.; guide to Gjendesheim 2 1/2-3 kr., incl. baggage), where horses are reared.

From the sæter, in 10 min. we reach the first *Sikkilsdalsvand*, where boats are in waiting to take us up the lake (1 pers. 1.40, 2-4 pers. 2 kr.; 1/2 hr.). To the right towers the abrupt *Sikkilsdals-horn* (6033 ft.); to the left are the *Gaapaapigger;* the snow-clad Besho (p. 170) is visible in the distance. We walk across the isthmus to the *Store Sikkilsdalsvand* (3307 ft.), and row to its head in 3/4 hr.

The route now ascends for 20 min., and then slightly ascends and descends, partly over marsh and across brooks. Fine view, across

the *Sjodal*, of the Nautgarstind, Glittertind, and other Jotunheim Mts. To the right diverges a path to the Bes-Sæter (see below). The Gjendesheim path skirts the slope to the left, crosses a broad stream, and descends to the Turist-Forening's bridge at *Maurvangen*, which crosses the foaming rapids of the green *Sjoa*, the discharge of Lake Gjende. A walk of $^1/_2$ hr. more on the left bank brings us to —

Gjendeshejm (3248 ft.; a good club-hut, kept by *Kari Rusnæs*; two houses; R. $1^1/_4$ kr., B. or S. 80, D. 1 kr. 60 ø.), at the E. end of Lake Gjende (p. 61), one of the most frequented points in Jotunheim, and a centre for attractive excursions. Guide, *Sievert Th. Bøie.*

The ascent of the Besegg and back takes 7-8 hrs. (guide 3 kr.). A good path ascends N., on the E. slope of the Veslefjeld, to ($1^1/_4$ hr.) the *Bessavand* (4528 ft.; 330 ft. deep), where a path indicated by 'Varder' comes up on the right from Beshejm (see below). To the W. we sight the huge Beshø. Turning to the left we skirt the S. bank of the lake, and then ascend in $1^1/_2$-2 hrs. more to the summit of the barren and stony **Veslefjeld** (5764 ft.). The view embraces the whole of the dark-green Lake Gjende, with the Koldedalstinder and Stølsnaastinder to the S.W., and the Beshø in front. — We now follow, to the W., the narrowing crest of the Veslefjeld, which separates the Besvand from Lake Gjende, 1300 ft. below us, and which terminates in the ***Besegg,** a curious narrow ridge descending sheer to Lake Gjende.

Travellers with steady heads may descend to the *Eid* between the two lakes, and thence to Memuruboden (p. 61; with guide from Gjendesheim 4 kr.; or over the Memurutunge to Gjendeboden 6 kr.).

The ascent of the ***Beshø** (7585 ft.; 8-9 hrs., there and back; guide 4 kr.) coincides with that of the Veslefjeld as far as the *Bessvand;* we then row across the lake, or, if the boat is not available, follow the slope on the N. bank, and then ascend by the *Beshøbræ*. The view from the top embraces the whole of Jotunheim. Far below lie the Memurutunge, the Besvand, Lake Gjende, and the Rusvand. The slope towards the last is very steep.

About 1 hr. N.E. of Gjendeshejm is the *Bes-Sæter* (Tourists' Inn *Beshejm*, good, R., B., S. each 80 ø., D. 1 kr. 60 ø.), above the *Øvre Sjodalsvand* (3255 ft.), whence we may either row (2 kr.), or walk along the W. bank, to ($1^1/_2$ hr.) the *Besstrands-Sæter*, at the N. end of the lake. A road thence passes the *Nedre Sjodalsvand* (3242 ft.), traverses a spur of the *Besstrands Rundhø* (4912 ft.), and crosses the *Russu-Elv*, to ($1^1/_2$ hr.) the —

Rusli-Sæter (3127 ft.; quarters), where the rough road from Sjoa ends (p. 84).

Ascent of the Nautgarstind from the Rusli Sæter (3-4 hrs.). We ascend a cattle-track ('Koraak') to the *Hindfly;* then turn to the left to the *Søndre Tveraa*, and round the *Russe Rundhø* (6233 ft.), traversing 'Ur'. Fine view of the Tjukningssue (see below). We now sight the snowless summit of the **Nautgarstind** (7615 ft.), to which we have still a steep

ascent of fully 1000 ft. on the N.E. side. On the W. side the Tind ends in a vast 'Botn' or basin, 1600 ft. in depth. Magnificent view.

From the Rusli-Sæter to Memuruboden (p. 61), 9 hrs., rather fatiguing. We first follow the left bank of the *Russa-Elv*, wade through the *Søndre* and *Nordre Tveraa*, and reach the (2½ hrs.) *Saudbod-Sæter*, where the path joins the Gjendeshejm and Glitterhejm route, coming from the left across the brook. In ½ hr. we reach the *Rusvasbod*, and then follow the N. bank of the *Rusvand* (4084 ft.). After ½ hr. more the Glitterhejm path diverges to the right. Our path leads to the (2 hrs.) W. end of the lake, and then ascends the *Rusglop*, between the *Gloptind* on the E. and *Tjuknings sue* (7916 ft.) on the W.; we next descend past the *Hesttjæva*, lying to the right. After following the height to the S. a little farther, we descend abruptly to *Memuruboden*.

From Gjendeshejm to Gjendeboden (p. 60), interesting, but the difficulty of crossing the Lejrungs-Elv is a serious drawback. The route ascends the **Øvre Lejrungsdal**, between the *Lejrungsbræ* and *Knutshulstind*, to the Svartdal (p. 56), and then passes the Svartdalsaaxle. (Guide necessary, 6 kr.)

From Gjendeshejm to Lake Bygdin (6-8 hrs., unattractive; guide 5½ kr.). Route indicated by Varder. Passing the *Lejrungsvand* (3222 ft.) we ascend the course of a brook to the S. to the *Brurskarsknatte*, avoiding the extensive marshes of the Lejrungs-Elv. Around the valley rise the *Kalvaahægda* (p. 55), *Knutshulstind* (p. 56), *Tjernhulstind* (7655 ft.), and *Hegdebrottet* (7250 ft.). Then across the marshy plateau of *Valdersfly* (4593 ft.), and past the *Fisketjernknaus* (5022 ft.) to the W. Near the *Rypetjern* we cross the W. *Rypa* by a bridge, and then descend, E. of the *Synshorn* (4765 ft.), to the Vinstra bridge by Fagerstrand (p. 55).

f. From Gjendeshejm to Glitterhejm. Glittertind.

Tolerable path, indicated by Varder, 7-8 hrs.; guide advisable, 5 kr.

From Gjendeshejm to the Besvand, 1¼ hr., see p. 65. We here cross the Bessa, close by its efflux from the lake. (When the water is high we may use the Turist-Forening's boat, if available.) We then gradually descend to the valley of the *Russa*, which we cross after 1 hr. by a bridge some way below its efflux from the Rusvand. Near the *Saudbod-Sæter* on the opposite bank the path joins that coming from the Rusli-Sæter (see above). It then ascends on the left bank of the stream to *Ruvasboden* (private property), at the E. end of the **Rusvand** (4084 ft.).

We follow the N. bank of the lake. After ½ hr. we diverge to the right and ascend on the left bank of the *Tjærnholsaa*, the second of the larger streams descending from the N. (The Memuruboden route still follows the bank of the lake, see above.) At a suitable place, about 20 min. up the stream, we cross to the right bank, and 1 hr. later back to the left bank. The path becomes stony and more fatiguing. The little lake *Tjærnhol* remains on the left; from its N. end the path ascends steeply, partly over snow, in about ¾ hr. to its highest point (2¾ hrs. from Rusvasboden). Grand view of the Glittertind group to the N.W.

The descent from the pass to Glitterhejm takes 1¼ hr. At first gradually, over snow, stones, and grass, and then more abruptly, we descend on the left bank of the brook into the *Veodal*. We ascend this valley for about 25 min. to a bridge over the *Veo-Elv*, cross to the right bank, and in ¼ hr. reach —

Gardmo
Lunderdals vand
Runningsbra
Hestbräpiggge
Hestbra
Sulhejmsstorhö
1806
Sulhejm
Gaupan
Glunsdal
Ejstejnsbovd
Kvitingskjöle
2128
Röjshejm
Lauv Höer
2047
2046
Ejlisfjärn
Finshalspig
1815
Smaadals St.
Smaadals vre
Bävordal
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Gokkeraksel
1559
Smaadalshö
1979
Troldstejns Höer
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Troldstejns-Rundhö
Grönflye
Vesletjärn
Nybod
Bergenaussa
Bergenaussbod
Glitterlind
Glitterbra
Glitterbrä
Glitter Rundhö
Ryggehö
2187
Stejnbod
Stejnboddal
Stor Nuß
2247
Nautgarstind
2321
Hestlägahöer
2076
Vestre Hestlägahö
Tjärnhol
Sandre Tverra
Rusheller
Rusvasbod
Russa
Rus Land
1245
Kolhö
Beshöbra
Beshö
1380
Besvand
Gloptind
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Tjukringssue
Fjukningsbra
Memuru Tinder
Memurubod
Hejstuguhö
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Vladalsband
Vladalstinder
Uladalsmund
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Sommelholstinder
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Stetind
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Terbottenhorn
Terbotten
Bukkeholstinder
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Bukkehö
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Skarstind
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Galdhöpig
Kjelhaus Top
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Styggehö
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Storjuvkamp
Storjuvbra
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Glitterhejm (4782 ft.; club-hut, 30 beds at 1¼ M. or S. 1 kr.; guide ***K. Storstenrusten*).**

From Glitterhejm to the SULHEJMS-SÆTER in the Visdal (and thence N. to Røjshejm or S. to the Spiterstul), 4-5 hrs. (guide desirable). We ascend on the left bank of the *Veo-Elv*. A little below the point where it issues from the *Veobræ* we ascend rapidly to the right and cross the plateau of *Skautfly;* then descend on the right bank of the *Skauta* to the *Sulhejms-Sæter* in the Visdal. From this point we may ascend the valley in about 1½ hr. to the *Spiterstul*, or descend in about 4 hrs. to *Røjshejm* (see below); to the *Jurvas Hut*, see below. — From Glitterhejm across the Veo and Memuru glaciers to MEMURUBODEN (p. 61), 8-9 hrs., or, including the ascent of the Memurutind, about 3 hrs. more.

From Glitterhejm to Randsværk, see p. 85.

The ASCENT OF THE GLITTERTIND from Glitterhejm takes 5-6 hrs. (guide necessary, 6 kr.). We mount the slope towards the W.; the Stejnbodvand lies below us on the left. Behind us, all the way, tower the Memurutinder and Nautgarstind (p. 65). Snow lies thicker as we near the top. Roped for the last ½ hr., we climb the vast mantle of frozen snow which covers the summit and forms superb fringes on the brink of the immense precipice on the N. side. (Beware of going too near!) On the summit of the ***Glittertind** (8380 ft.) is a small refuge-hut (coffee, champagne, etc.). The view is similar to that from the Galdhøpig, which is 23 ft. higher. Most conspicuous to the S. are the Memurutinder.

The DESCENT TO SPITERSTULEN takes 4-5 hrs. (guide advisable). We follow a tongue of snow running W., and then the *Skauta*, the stream issuing from it, which we cross. We turn N., round the *Skautho* (6676), and descend to *Spiterstulen* (p. 63). — Vigorous walkers may descend from the top direct to the *Sulhejms-Sæter* (p. 63) in the Visdal in 3 hrs., and ascend the steep opposite slope in 2½ hrs. more to the *Jurvas Hut* (p. 67).

g. From the Ottadal to Røjshejm. The Galdhøpig.

Hot. Fossheim in the Ottadal, see p. 86. The road to Røjshejm (15 Kil.) diverges from the main road beyond the Bævra bridge and ascends on the left bank of the stream, passing the inn of *Andvord* or *Anvord*. At one point, *Stuberg*, where there is a mill, the ravine is very narrow, and huge rocks have fallen into it from above. On emerging from the gorge we are struck with a superb view of the snow and ice-clad *Galdehøer* (7303 ft.), which conceal the Galdhøpig, and the *Juvbræ*. To the left, on the opposite bank, are the gaards of Glimsdal and the falls of the Glaama (p. 68). Next come gaard *Sulhejm*, on the right, with a waterfall in the gorge, and gaard *Gaupar*. The road crosses the Bævra.

Røjshejm (pron. roizáme; 1800 ft.; *Inn*, very fair, but often full), at the junction of the Bæverdal and the Visdal (p. 62), is a good centre for excursions and a favourite summer resort. By the upper bridge over the Bævra, 2 min. above the inn, are several 'glacier cauldrons', the largest about 10 ft. wide.

A pleasant walk of 1-2 hrs.: follow the Andvord road for 12 min., and cross the bridge to a rocky island formed by the two

branches of the Bævra, and affording a fine view of Røjshejm and the Galdhøer; thence by a foot-bridge to the right bank; turn to the left, and follow the track through underwood to *Glimsdal*, a group of gaards, where the *Glaama* descends in four falls. We may then ascend by the broad track on the left bank of the Glaama in 20 min. more to gaard *Engum*, at the top of the falls.

The Ascent of the Gáldhøpig is made daily in the height of the season by numerous travellers, including many Norwegian ladies. The night is usually spent in the Juvvashytte (4-5 hrs.), whence the summit is reached in $2^1/_2$-3 hrs. We follow the Bæverdal road (p. 69) for 40 min., and near a white church ascend the bridle-path to the left to ($1^1/_2$ hr.) the *Raubergs-Støle*, which may also be reached by a direct footpath in $1^1/_2$ hr. We next ascend S.W. to (1 hr.) the barren and stony *Galdehøi* (5243 ft.), which the bridle-path avoids. Towards the E. the view is limited to the Glittertind. In $1^1/_2$ hr. more we reach the **Juvvashytte** (ca. 6280 ft.; 27 beds at 60, B. or S. 80 ø., D. $1^1/_2$ kr., good, but often full), owned by the guide *Knud O. Vole*. Near it is the small *Juvvand*, into which juts the perpendicular ice-wall of the *Tverbræ*. To the right rises in contrast the black rounded cliff of *Kjedelen*. Fine view of the Troldstejnshøer and the Glittertind, to the E., and of the Memurutinder, Beshø, etc., to the S.E.

At the Juvvashytte begins the real ascent (guide 6 kr., each pers. more 2 kr.; Knud Vole or his son). A fair path leads over stony débris to the snow-fields. When the snow is in suitable condition the guide brings sleighs or snow-shoes for the descent. In front of us rise the summit of the Galdhøpig and the rocky arête of the *Sveljenaasi*, with the *Kejlhaustop* and *Sveljenaaspig*, looking almost black as they tower above the snow of the *Styggebræ* or *Veltjuvbræ*. Crossing snow and a stony tract, we reach the 'Varde' on the Styggebræ in 1-$1^1/_2$ hr., and take $^3/_4$-1 hr. more to cross the glacier (rope essential; beware of crevasses). We next ascend a ridge of rock covered with loose stones, and lastly mount a toilsome snow-arête to the ($^1/_2$ hr.) summit, with its welcome shelter-hut (coffee, champagne, etc.).

The ****Galdhøpig** (8402 ft.; pron. gállöpig), the highest mountain in Norway, first ascended by S. Sulhejm in 1854, is the chief peak of the *Ymesfjeld*, a peculiar plateau with precipitous sides, enclosed by the valleys of the Lejra, Visa, and Bævra, and connected with the other Jotunheim Mts. by the Høgvagel (p. 62) only. The view is unbounded. It extends N.E. to the Snehætta (p. 91) and the Rondane (p. 94), to the left of the Glittertind (p. 67); to the S.E., S., and S.W. stretches the whole of Jotunheim; to the S.W. the Smørstabtinder and the Horunger are conspicuous; to the W. is the Jostedalsbræ, to the N. of which are the heights on the Nordfjord. In this realm of rock, snow, and ice not a single human habitation is visible.

From the Juvvas Hut we may also ascend the Glittertind (p. 67; guide for 1 pers. 10, for each pers. more 4 kr.).

From the Juvvas Hut to the SPITERSTUL, see p. 63. — Another path leads W. in 2½ hrs. to the ELVE-SÆTER (see below).

The **Lomsegg** (6762 ft.) may be ascended from Røjshejm, or from Hot. Fossheim (p. 86), in 2½-3 hrs. (guide 2-4 kr.). Refuge-hut at the top. Imposing view of the Glittertind and Galdhøpig, and of the Smørstabbræpigge and Fanaraak to the S.W.; fine view of the valley also.

The view from the **Hestbræpigge** (7096 ft.) reveals the Jotunheim Mts. in longer array than that from the Lomsegg. Riding practicable part of the way. The latter part of the ascent over snow and ice is nearly level.

From Røjshejm to *Lake Gjende* through the Visdal or the Lejrdal, see pp. 63-60.

h. From Røjshejm over the Sognefjeld to Turtegrø.

1st Day. To *Bævertun*, a walk of 6-6½ hrs. (or drive one-third of the way). — 2nd Day. To *Turtegrø*, 7-8 hrs. (path well marked by 'Varder', but from Krosboden onwards a guide is desirable). Most of the brooks are bridged; some of the fords are awkward after rain. Horse and guide from Røjshejm by Turtegrø to Fortun (p. 77), 20 kr.; from Bævertun to Turtegrø, 12 kr.

Røjshejm, see p. 67. The road ascends on the right bank of the *Bævra* ('bæver', a beaver) to (4½ Kil.) *Bæverdals Kirke*, in a well-cultivated region. It then leads through a grand gorge, expanding into a pleasant basin with the gaards of *Horten*. About 2 Kil. farther is the entrance to the **Lejrdal**. Just before the bridge on the main road up the Bæverdal, we enter the Lejrdal to the left, and then (2 Kil.) cross the *Lejra*, where we reach the gaard of —

Elvesæter (2182 ft.; R. 1¼, D. 1½, B. or S. 1 kr., good; English spoken).

FROM ELVESÆTER TO THE JUVVASHYTTE, 3½-4 hrs., a tolerable path indicated by 'Varder'. We retrace our steps to the bridge on the Bæverdal road, keep to the right, and in ¼ hr. diverge to the right by a path to the *Mytings-Sæter*. Then a steep ascent, lastly over a large snow-field, to the hut (p. 68).

The road leads from Elvesæter about 6 Kil. further up the narrow wooded valley, above the left bank of the Lejra. To the left, on the slope of the Galdhøpig, are the *Store Juvbræ* and then the *Store Grovbræ*; straight on is the vast *Loft* (p. 77) with its glaciers. A bridge crossing to the Lejrdals-Sæter is passed on our left. After about 1½ hr. the road becomes a bridle-path, which ascends the slope of the valley more rapidly. In 20 min. we pass on the left the path to the Lejrvand (comp. p. 76). Our path now leaves the Lejrdal and ascends to the right to the *Bæverkjærn-Hals* (about 3600 ft.; 'Hals', a pass). A fine *View of the flat upper basin of the Lejrdal, framed in snow-mountains and glaciers, is gradually disclosed. At the *Bakkeberg-Sæter*, 2½ hrs. from the Elvesæter, we sight the pale-green *Høidalsvand*, lying below on the right, and the *Blaahø*, generally covered with snow.

We now descend, passing on the right the *Bævertjærn*, with its many promontories, into the **Upper Bæverdal.** At the end of the lake, between it and the *Bævertunvand* (3048 ft.), we cross

the river by a bridge, 1 hr. from the Bakkeberg-Sæter, and follow the N. bank of the latter lake to (3/4 hr., or about 4 1/4 hrs. from Elvesæter) the —

Bævertun-Sæter (3050 ft.; *Bævertun Hot.*, kept by S. Ophaug, D. 1 1/2 kr., plain but very fair; *Bakkeberg's Hot.*), at the W. end of the Bævertunvand.

About 1/4 hr. from Bævertun the path crosses the *Dommabro* or *Dombrui*, where the *Domma*, shortly before joining the Bævra, flows underground. We then ascend for 1 1/2 hr. the monotonous valley to the *Nupshaug*, a curious rocky knoll in the middle of the valley. Adjacent is a fall of the Bævra; to the left are two other waterfalls. Fine view behind us. Then follows a steeper ascent to the left to a higher region of the valley. Opposite us we survey the **Smørstabbræ*, one of the grandest glaciers in Norway, overtopped by the *Smørstabtinder*. Of these peaks either the *Saksa* or the serrated *Skeja* (first ascended by Carl Hall in 1891) may be ascended from the Bævertun-Sæter with a good guide (there and back 12-14 hrs.). The highest peak, the *Storebjørn* ('Big Bear'; 7513 ft.; first ascended by Carl Hall in 1885), to the S., is more difficult. The Bævra issues from the Smørstabbræ. In 2 1/4 hrs. from the Bævertun-Sæter we reach the small tourists' inn of *Krosboden* (owned by the guide Nils T. Bakkeberg; R. 1 kr., B. 80, S. 90 ø., very fair), amid grand mountain scenery.

Beyond Krosboden our path turns to the right and ascends the **Sognefjeld** (or *Dølefjeld*). This very ancient mountain route is well provided with 'Varder' (landmarks, cairns, or 'stone men'). In 1 1/4 hr. we come to one of these, the '*Kammerherre*', a curious mass of rock, just beyond which is the summit of the pass (about 4900 ft.). The view of the Smørstabbræ and the Smørstabtinder increases in grandeur. We cross the boundary of Bergens-Stift. To the left lies the *Rauskjæld-Vand*, the first of the large lakes which extend over the whole plateau. Next, to the left, is the extensive *Prestesteinvand*, with its numerous bays. In the distance, to the E., next to the Smørstabtinder, rises the Kirke (p. 76), to the S.E. the Uranaastind (p. 59). To the S. the glaciers descending from the *Fanaraak* (6693 ft.) almost reach the Prestesteinvand. We next descend to the *Herrevand*, crossing its effluent by the wooden *Herrevasbrui* (4309 ft.). The Smørstabtinder now disappear from the view behind us. We round the W. buttress of the Fanaraak and descend to the *Juvvand* (4119 ft.). To the right, in the distance, lies the broad back of the Jostedalsbræ. In front rises the whole range of the *Horúnger*: the Riingstinder, Dyrhaugstinder, and Skagastølstinder. The best point of view is the **Oskarshoug* (p. 85), a little to the left of the path, 1 1/2 hr. from the Herrevasbrui. We now descend by a good path to (1/2 hr.) —

Turtegrø (p. 78), about 5 hrs. from Krosboden.

i. From Tyinholmen or Eidsbugaren through the Melkedal and over the Keiser to Turtegrø.

2 Days. A grand but fatiguing route (marked by 'Varder'; guide not indispensable for adepts). 1st Day: To *Skogadalsbøen* 10-11 hrs. (guide 6 kr.). 2nd Day: To *Turtegrø* 6½ hrs. (guide 4 kr.). — As the guides of Eidsbugaren, Vetti, etc., are little acquainted with the *Horunger*, the traveller about to explore these mountains should dismiss his guide at the Helgedals-Sæter.

To the mouth of the *Melkedøla*, and across that river, see p. 59. Quitting the lake, we gradually ascend the ***Melkedal**, with its rapid stream. After ¾ hr. the valley divides. The branch to the left ascends to the Langeskavl and Uranaastind (p. 59); that to the right is still called the Melkedal. Steep ascent through the latter, passing several waterfalls. The valley has no level floor, but consists of a chaos of heights and hollows. The rocks are polished by glacier-friction or covered with loose boulders. Vegetation ceases. About 20 min. above the bifurcation of the valley we ascend a steep snow-slope to the plateau of *Melkehullerne*, with several ponds.

In 20 min. more (about 1½ hr. from Eidsbugaren) we reach the ****Store Melkedalsvand** (4347 ft.), in a strikingly grand situation, and worthy of a visit for its own sake from Tyinholmen or Eidsbugaren (best in the forenoon, 5-6 hrs. there and back). Even in July ice is seen floating in the lake ('aarsgammel Is', year-old ice, winter-ice; 'natgammel Is', night-ice, fresh ice). To the W. rises the Langeskavl; then the Uranaastind; in front of the latter is the Rødberg; next, the Melkedalsbræ, descending to the N.W. end of the lake, and the Melkedalstinder, all mirrored in the dark-blue water.

Another hour over 'Ur' and snow brings us to an ice-pond at the foot of the *First Melkedalstind*, whence we ascend a steep snow-slope in 20 min. to the *Melkedalsband*, the watershed ('Vandskjelet'). Farther on appears the *Second Melkedalstind* (7106 ft.; ascended either from the Rauddal or the Melkedal), and to the N.W. the Raudalstind (p. 61). The route skirts the three *Melkedalstjerne*, through which flows the *Skogadøla*. The stream has to be forded between the second and third pond. Rough walking here. A view of the Horunger is now disclosed (p. 79). The striation of the rocks by glacier-action ('Skurings-Striber') is frequently seen. The torrent is again crossed by a snow-bridge (caution necessary), or we may wade through it knee-deep a little lower down. The Melkedal now ends in a barrier of rock ('Bælte', girdle), over which the river falls about 590 ft. To this point also descends from the left the W. arm of the Melkedalsbræ, by which the descent from the Uranaastind may be made (p. 59).

We now enter the lower valley, the **Skogadal**, a broad basin. Above it tower the Skagastølstinder and the Styggedalstind. The *Maradalsbræ* descending from the Skagastølstinder is very striking.

The Skogadal is at first uninteresting, but the vegetation improves, and we come to woods of fine birches (whence the name, 'forest valley'). A walk of 2 hrs. from the 'Bælte', without defined path, brings us to the tourist-hut of —

Skogadalsbøen (p. 75), about 10 hrs. from Eidsbugaren.

About $^1/_2$ hr. further the Gravdal route leads to the right (p. 76). We turn to the left and cross the *Utla* by a bridge (2789 ft.). Beyond it the path to the right leads to the ($^1/_2$ hr.) Guridals-Sætre, but we follow the good sæter-track to the W., on the N. bank of the *Gjertvas-Elv* or *Styggedals-Elv*, which descends from the Gjertvasbræ and the Keiser. On the S. bank is the deserted sæter of *Gjertvasbøen* (whence a path leads to the *Vormelid-Sæter*, 1 hr.; p. 75). The view behind us becomes grander and more open: to the left is the Smørstabbræ; at the end of the Store Utladal is the Kirke; more to the right are the Raudalstinder; opposite is the Skogadalsnaasi; farther to the right are the Melkedalstind, the Uranaastind, and, to the extreme right, the Falketind. After 1 hr. the stream has a small fall. To the left, at the base of the *E. Styggedalstind*, now usually called *Gjertvastind* (7710 ft.), lies the great *Gjertvasbræ*, opposite which we pass $^1/_2$–$^3/_4$ hr. later.

A route about 1 hr. longer, and not difficult for good walkers, ascends past the N. side of the *Gjertvasbræ* to a low pass, and descends to the *Styggedalsbræ* and thence to the Helgedals-Sæter (see below). — Ascent of the Gjertvastind, see p. 79.

The path, now good, next leads to the (20 min.) *Gjertvand;* to the left of the lake is ascends steeply, over 'Ur' and snow, to the 'Skar', and then, between the *Styggedalsnaasi* on the left and the *Ilvasnaasi* on the right, to the pass of ($^3/_4$ hr.) **Keiseren** (4928 ft.; Lapp 'Kaisa', mountain), on which lie the *Ilvand* and the snows of the *Storfond*. To the S.E., above the snow of the Styggedalstind, rises the Koldedalstind; to the N. is the Fanaraak; to the W. the great Jostedalsbræ, above the mountains on the Lysterfjord.

The path, nearly at the same level, passes the pond of *Skauta*. The Horünger, especially those round the Styggedalsbotn, become conspicuous to the left. After $^3/_4$ hr. we cross the *Helgedals-Elv*, flowing W., sometimes scarcely fordable, and in $^1/_4$ hr. more reach a bare rocky height overlooking the *Styggedalsbotn* (p. 79), a huge basin of snow and ice. After $^3/_4$ hr. we see in the 'Botn' to the left the outflow of the Styggedals Glacier, and to the right the *Steindals-Elv* coming from the Fanaraak. In front of us, about 660 ft. below, lies the broad **Helgedal**, to which the path now rapidly descends.

In 20 min. we pass, on the left, the fine *Skautefos*, formed by the confluence of the Helgedals-Elv and the Styggedals-Elv. The path then crosses the *Steindals-Elv*, usually not difficult, and leads through the broad valley, past the *Helgedals-Sæter*, to —

Turtegrø (p. 78), 6$^1/_2$ hrs. from Skogadalsbøen.

k. From Aardal on the Sognefjord to Vetti. Vettisfos.

To *Vetti* 5½ 6 hrs.: 1¼-1½ hr. by steamer or rowing-boat; 1¼ hr. by carr.; the rest (3 3½ hrs.) on foot, the path being bad for riding. The Sognefjord steamers to Aardal are not timed very conveniently. This route is recommended as an approach to Jotunheim or to the Horunger, but the Vettisfos alone hardly repays.

Aardal, see p. 154. We walk up the *Aardals-Elv*, on the right bank of which we see gaard *Hereid*, to the (¼ hr.) **Aardalsvand**, (16 ft.; 9 Kil. long; 409 ft. deep), flanked with abrupt cliffs and deep ravines. A small steamer plies on the lake five times a week (1¼ hr.; 20 ø.); rowing-boats always to be had (1½ hr.; 1 pers. 80 ø., 2 pers. 1 kr. 32, 3 pers. 1 kr. 62 ø.). To the right we see the *Stegafjeld*, with the precipice of *Opstegene* on its E. side; beyond lies the *Fosdal;* high above is the *Eldegaard*, with a waterfall. Farther on, high up to the right, is the *Løst-Sæter;* then the *Midnæshamer*, with the *Eldeholt*. To the left rises the *Bottnjuvkamp*, with its huge precipice; to the right are 'Plads' *Gjeithus* and the *Raudnæs*. To the left lies the *Nondal*, with several gaards and the *Nondalsfos*. On rounding the Raudnæs we sight —

Farnæs, at the N.E. end of the lake, where we land. Bargain for horse or vehicle advisable. Guides *Thomas A. Vetti* (licensed) and *Olaf E. Hjelle* (to Vetti unnecessary).

From Farnæs to Fortun (8-10 hrs.; with guide, 4 kr.). The bridle-path ascends N.W. through the *Fardal* or *Langedal*, past the *Aare* and *Stokke* sæters, to the *Muradn-Sæter* (3440 ft.), whence a path leads through the *Lovardalsskard* (4698 ft.), a narrow pass at the base of the Austabottinder and the Soleitinder (p. 79), into the *Bærdal* (sæter and refuge-hut). Thence to gaard *Fuglesteg* (2493 ft.; 'bird-path') and an extremely steep descent to Fortun (p. 77).

The road from Farnæs to Gjelle (7 Kil.) ascends the right (W.) bank of the *Utla*. In ¼ hr. we see a fine cascade on the opposite side of the valley. Then, on the right, the mouth of the *Aardøla*, the effluent of the Tyinsjø (p. 57), and gaard *Moen* (poor quarters). About 5 Kil. from Farnæs the road crosses the Utla, and 3 Kil. beyond the bridge it ends at *Gjelle*. To the right is the fine *Gjellefos*.

From Gjelle a poor and in part stony path ascends the *Vettisgjel*, a ravine 4-5 Kil. long. We first descend to the left, cross the river, and reach gaard *Skauren*, just beyond which we re-cross to the left bank. We now thread our way through a chaos of stones above the wild Utla. In 20 min. we come to a bridge on the left crossing to the *Afdalsfos*, 530 ft. high; but the fall is also seen from our path on the left bank, 10 min. further. Scenery imposing. The ravine ends (¾-1 hr.) at the *Høljabakfos*, a fall of the Utla. Then a steep ascent to the *Høljabakken*, from which we have a view of the 'Plads' below, Gaard Vetti above, and three small waterfalls to the left. Lastly a climb of ½-¾ hr. more to —

Gaard Vetti (1030 ft.; plain quarters at *Anfind Vetti's*, bed 80, B. 70 ø., D. 1 kr., horses to be had for returning to Farnæs; *Anfind J. Vetti* is a guide certificated by the Turist-Forening).

We ascend the valley for 1/2 hr. more (guide unnecessary) to the ***Vettisfos,** or *Vettismorkafos*, a fall of the *Morkedøla*, which here plunges headlong into the Utla ravine, forming a huge veil, 850 ft. high. We have an admirable view of the fall from a height near it, but we may cross a small bridge to the other bank to see it quite close (waterproof desirable). — Those who have 3 hrs. more to spare may ascend for 1 1/4 hr. the path to the Vettismorka-Sæter, in order to enjoy the fine view from the platform above the fall.

Circuit of the Horúnger (with guide; a horse must be obtained at Farnæs or Gjelle, and provisions from Aardal). 1st Day: From Gaard Vetti by the *Vettismorka-Sæter* and the *Fleskedals-Sæter* (see below), in 7-8 hrs. to *Skogadalsbøen* (p. 75). 2nd Day: Across *Pass Keiseren* (p. 72) to *Turtegrø* (p. 78), and ascent of the *Dyrhaugstind* (p. 79). 3rd Day: By *Fortun* to *Skjolden*, see p. 77.

1. From Vetti to Tyinholmen.

9-10 hrs. A grand expedition (with guide; 1 pers. 6, each more 1 kr.).

Gaard Vetti and the *Vettisfos*, see above. From Vetti we ascend the *Vettisgalder*, N.E., in zigzags, and in 1/2 hr. reach a plateau with a view of the Utladal to the N., and the *Maradalsfos* on the left. In 1/2 hr. more we reach the top of the hill, where there are a few dying or dead pines. A path descends to the left through scrub and across the *Morkedøla* to the above-named *Platform overlooking the *Vettisfos*. We then return to the left bank of the Morkedøla, ascend its course, and (20 min.) cross it to the —

Vettismorka-Sæter (2188 ft.), 1 1/2 hr. from Vetti. To the W., at the head of the Støls-Maradal, rises the Riingstind with the Riingsbræ; below is the Maradalsfos; to the right, the Maradalsnaasi. The view of the Horúnger becomes grander.

From the upper valley of the Morkedøla, on the S. side, rises the **Gjeldedalstind** (7198 ft.; first ascended by Carl Hall in 1884), and on the N. the **Stølsnaastind** (6790 ft.; first ascended by Mr. Slingsby in 1875). Both may be ascended, with guide, without serious difficulty. Grand views.

Our route leads through firs and birches, and (1/2 hr.) crosses the *Fleskedals-Elv;* it then ascends through wood to an open space where we enjoy a *View of the Skagastølstinder (p. 79) to the left. We descend in 1/2 hr. more (2 1/2 hrs. from Vetti) to the **Fleskedals-Sæter** (3149 ft.; humble quarters, when open). Splendid view of the Riingsbræ and other Horunger.

The route to Tyinholmen re-crosses the Fleskedals-Elv and follows that stream. To the N. we first observe the Friken (see below), and afterwards the precipices of the *Fleskenaastind* (5853 ft.) between the Fleskedal and the *Uradal*. In 3/4-1 hr. we re-cross the stream and gradually ascend to the defile of **Smaaget** (about 4500 ft.), 2 1/2 hrs. from the Fleskedals-Sæter. *View of the Horúnger behind us. To the right of the rather monotonous route we first observe the Stølsnaastinder with a large glacier, then the Koldedalstind; to the left the Fleskenaastind. We then descend rapidly

to the *Upper Koldedalsvand* or *Uradalsmulen*, and follow the red and white 'Varder' to the S., along the *Koldedøla*, to the *Lower Koldedalsvand*. We cross the Uradals-Elv, 2 hrs. from Smaaget, skirt the E. bank of the lake, and follow the stream to the upper end of *Lake Tyin*, on whose N. bank we soon reach *Tyinholmen* (p. 57), 2½ hrs. from the bridge over the Uradals-Elv.

m. From Vetti through the Utladal, Gravdal, and Lejrdal to Røjshejm.

1st Day. From *Gaard Vetti* to *Skogadalsbøen* (6-7 hrs.). Those who sleep here may ascend the Skogadalsnaasi in the afternoon. — 2nd Day. From Skogadalsbøen to *Lejrvandsboden* (6-7 hrs.) or to *Slethavn* (8-9 hrs.). — 3rd Day. To *Røjshejm* (8-9 or 6-7 hrs.).

From Vetti (p. 73) to the *Fleskedals-Sæter*, 2½ hrs., see p. 74. Our route ascends the green slope of the *Friken* (4630 ft.; whose highest point remains to the right), following the 'Varder', descends a little, and then skirts the slope high above the **Utladal,** affording a *View of the *Horúnger*, whose sharp peaks tower above a vast expanse of snow: first, to the left, the Skagastølstinder rising above the Midtmaradal, then the Styggedalstind, the E. buttress of the group, descending into the Maradal, with the extensive Maradalsbræ. To the S., in the prolongation of the Utladal, we see the Blejan and the Fresviksfjeld (p. 150); S.E., the Stølsnaastind; E., the pointed pyramid of the Uranaastind; N., the Skogadal and Utladal Mts.

In ¾ hr. more we see below us, to the left, on the other side of the valley, the Vormeli-Sæters (p. 72), and in front of us Skogadalsbøen and the Guridals-Sæters (p. 76). The path now descends rapidly through willow and birch scrub ('Vir') to (¾ hr.) a small birch-grove. In 10 min. more the lonely *Uradal* opens on the right, with an immense mass of 'Ur', fallen from the S. slopes. At the E. end of the Uradal rises the Uranaastind (p. 59). We cross the *Uradøla* by a small bridge, then follow a cattle-track ('Koraak') through sparse birch-wood at the foot of the *Urabjerg*, across the *Melkedøla* or *Skogadøla*, and (½ hr.) reach —

Skogadalsbøen (2914 ft.), consisting of a good club-hut and two sæters, inhabited from the end of June till the beginning of September, a good centre for excursions in the E. *Horunger* (p. 79). — Guides, Amund J. Odden and Gudbrand Rep.

From Skogadalsbøen we may scale the *Uranaastind* (p. 59); also the **Skogadalsnaasi** (6083 ft.; 3-4 hrs., there and back), by ascending the valley to the (½ hr.) Lusahoug (see below) and then climbing to the right.

The ascent of the *Gjertvastind* (p. 79), and back, takes 8-10 hrs. from Skogadalsbøen. The real ascent begins at *Gjertvasbøen* (2950 ft.; p. 79) and leads up the *Gjertvasnaasi*. In 1-1½ hr. we reach the first plateau (4266 ft.), and in 3 hrs. more the *Gjertvastop* (5686 ft.). About 500 ft. higher we reach the base of the peak, then ascend a slope of snow, partly over rock, and lastly by a broad crest to the summit.

We now leave the bridge above mentioned (p. 72; route to the

pass of Keiseren) to the left and follow the E. bank of the Utla. Beyond the abandoned *Lusahoug-Sæter*, we (3/4 hr.) reach the confluence of the *Store* and *Vetle Utla*. The latter descends on the left from the *Vetle* ('little') *Utladal*, in which the *Guridal Sæters* are visible, and plunges in several falls over the rock-barrier of the *Tunghoug*. The Store Utla, along which the steep path ascends, has forced its way through the barrier and foams in its channel far below. On the left rises the *Hillerhøi* (5257 ft.). Fine view behind us of the Styggedalstinder with the huge Gjertvasbræ. Grand scenery.

We next reach a higher region of the Store Utladal, and (2 1/2 hrs. from Skogadalsbøen) cross to the right bank of the Utla by a bridge (3326 ft.; the route through the Raudal to the Gjendebod follows the left bank of the Utla; see p. 61). The *Muran-Sæter*, once situated here, has disappeared. Grand view of the Styggedalstinder to the W., the Kirke to the N.E., and the Raudalstind to the E. We keep to the right bank. On the S. side we observe the Skogadalsnaasi and the second Melkedalstind; then a large waterfall descending from the Raudalsmund (p. 61), adjoining which on the N. rise the Raudalstinder. Nearly opposite the Raudal is the 'stone camp' of *Stor Halleren*, used by reindeer-stalkers. Looking back, we have an impressive view of the Horúnger. The valley now takes the name of **Gravdal.** We next have to wade (best near the Utla) through the *Sand-Elv*, descending on the left from the Sjortningsbræ, an offshoot of the great Smørstabbræ, above which towers the curiously shaped Storebjørn (p. 70). The path ascends and the flora becomes Alpine. We reach a height of 4920 ft., and then, after a walk of 8-9 hrs., the —

Lejrvandsboden on the *Lejrvand* (4930 ft.), where we find good quarters, guides, and horses at *R. Elvesæter's Inn.* The routes from the Gravdal, the Lejrdal, the Visdal, and the Høgvagel (p. 62) converge here.

From Lejrvandsboden we may scale the curiously shaped *Kirke* (7070 ft.), which towers to the E., in 4-5 hrs., the *Stehetind* in 4 hrs., the *Semmelholstind* (7165 ft.) in 6-7 hrs., and the *Storebjørn* (p. 70), rising from the Smørstabbræ, in 6-7 hrs.; the passage of the *Smørstabbræ* to Krosboden is also interesting. All these excursions, difficult in part, require a guide.

From the Lejrvand to Spiterstulen in the Visdal, 5 1/2-6 1/2 hrs., very fatiguing. We skirt the N. side of the Lejrvand and cross the effluent of the four tarns of the *Kirkeglup*, between the Kirke (right) and the Tverbottenhorn (left), as near as possible to its influx into the Lejrvand. We keep to the S. of the first three tarns, then at the upper end of the third lake cross the brook to the N. side of the valley, above the fourth tarn. We next descend into the *Upper Visdal*, wading through brooks from the Uladalstinder, picking our way through holes and bogs, and following the S. side of the stream as closely as possible. Shortly before we join the route from Gjende a path becomes traceable, leading to the bridges over two glacier-streams, the Uladalsaa and the Hejlstuguaa. Thence to Spiterstulen about 2 hrs. more, see p. 62.

Descending the **Lejrdal,** we skirt the vast *Ymesfjeld* (p. 68) on the right, but the curious-looking *Skarstind* (7891 ft.) is the only one of its peaks visible. To the left are the grand glacier

tongues of the Smørstabbræ and several of the Smørstabtinder. To the N. of the Storebræ rises the *Storebrætind* (7307 ft.). In 2 hrs. from the Lejrvand we reach the sæter of —

Slethavn (kept by *Amund Elvesæter;* good quarters). To the W. towers the *Skagsnæb* (6560 ft.; with guide, 8-9 hrs., there and back).

To the left, farther on, is *Loftet* (7320 ft.), with its glaciers. In 2 hrs. we pass the prettily situated *Ytterdals-Sætre* (3087 ft.; plain quarters), near a high fall of the *Duma*. We cross the Lejra (p. 69) and descend to (4-5 hrs.) *Røjshejm* (p. 67).

n. From Skjolden on the Sognefjord to Fortun and Turtegrø.

Road to *Fortun* (6 Kil.). Good cart-track thence to *Turtegrø* (10 Kil., $2^1/_2$-3 hrs.). Guide and horse from Fortun to Røjshejm (p. 157; 2 days), by Turtegrø 20 kr.; guide alone 10 kr. (not necessary for Turtegrø). — Good Guides for the Horúnger region: *Ole J. Berge* of Turtegrø and *Ole N. Øiene* of Fortun (both certificated and speak English), *K. Furaas* of Fortundal, *Halvar Halvarsen* and *Torger G. Eide* of Skjolden, *Knud Fortun* of Fortun.

Skjolden (p. 156) lies at the N.E. end of the *Lysterfjord*, at the mouth of the Mørkereidsdal on the N. and the Fortundal on the E. The steamboat-pier lies below gaard **Eide** (*Thorgeir Sulhejm's Inn*, good, 4 kr. per day), on an old moraine.

The road to Fortun, from which that to Mørkerejd (p. 156) diverges at once to the left, across the bridge, follows the course of the *Fortundals-Elv*, past a large ice-house, and rounds the moraine of Eide. It then skirts the S. bank of the milky *Eidsvand* (10 ft.; 111 ft. deep; 1 sq. Kil. in area), beyond which we have a fine view into the *Fortundal*, with the huge precipice of the *Jersingnaasi* (3109 ft.) on the N. and the waterfalls mentioned below. We ascend the left bank of the stream. The fertile valley is enclosed by wooded slopes. To the N.E. rises the Fanaraak (p. 70), behind us lies the fjord. To the right the *Lingsfos* falls from a great height. The road skirts the overhanging rocks of the *Smalaberg*. On the right is the *Kvæfos;* then, high above us, Gaard Fuglesteg (p. 73).

6 Kil. **Fortun** *i Lyster* (147 ft.), a group of substantial gaards with a new church (Skyds-station). About 12 min. beyond the church, lies *Fortuns Hotel* (R., B., S. $1^1/_4$ each, D. $1^3{}_4$ kr.; good).

Pleasant Walk up the **Fortundal**, with a view of the Jersingnaasi (see above) on the left, to the (10-12 min.) *Ovabergs-Elv*, which issues from the gorge of *Skagagjel* in a fine fall and descends to the Fortundals-Elv in two arms. Crossing both bridges, we ascend a path to the right, pass behind the cottages, and climb to a rock projecting over the fall (caution necessary). We may now return to the high-road and go on, a few paces further, to the bridge over the Fortundals-Elv, and (without crossing it) ascend a small rocky hill by the *Havshølfos* (with salmon-fishing apparatus), where we obtain a view of the beautiful valley in both directions, of the Liabræ to the N., in the distance, and of the upper part of the Kvæfos to the S.

The road follows the left bank of the Fortuns-Elv, between the *Tufsen* on the left and the *Sognefjeld* on the right, to *Svenshei* (6-7 Kil. from Fortun). Here it ends and is continued by a path, which crosses to the

right bank. The valley becomes wilder. To the left is the *Svaidalsbræ*, to the right the *Liabræ* (6097 ft.). About 2½ hrs. from Svenshøi we may either ascend to the left over the *Kleppeskar* or follow the great bend of the river past the poor gaard of *Bagli*. Farther on, beyond the sæters of *Aa* and *Tværdal*, we reach (7½-8 hrs. from Fortun) the —

Nørstedals-Sæter (good quarters at *T. Holmestad's*), near the mouth of the two side-valleys of *Midtdalen* and *Vetledalen*, and the starting point for several Mountain Passes (guides necessary). — 1. Ascend the Fortundal, with a view of the *Stenegbræ* to the left, and at the foot of the *Krossbakkenose* turn to the right to the *Iwand* (4310 ft.), a lake in the bleakest environment, at the E. base of the huge *Tundredalskirke* (6503 ft.) and covered with ice even in summer. We follow the E. bank of the lake (rough walking), ascend about 800 ft. more, then descend (fine view), partly over glaciers, to the *Tundredals Sæter* (12-14 hrs. from Nørstedal), where the night is spent. Next day we descend by *Kvitingen* to *Aamot*, whence we drive down the Ottadal to *Lindsheim* and *Skeaker* (p. 86). — 2. Ascend the Fortundal, mount to the left at the Krossbakkenose to the *Fortundalsbræ*, and cross this, between the Tundredalskirke on the E. and the Tværaadalskirke on the W. (as described at p. 87), to the *Sota-Sæter* (9 hrs.). — 3. Ascend the Fortundal, cross the stream by a new bridge to the left, and ascend the *Grøndal* to the glacier. On the W. side of this descend the *Grøndal* to the *Fosse-Sæter*, in the Mørkerejdsdal (see p. 156).

A short-cut, beginning at Fortuns Hotel, and a cart-road winding up between the station and the church, ascend the steep *Fortungalder*, affording views of the Fortundal behind. The steepest part of the ascent takes ¾ hr. The road now ascends the fertile *Bergsdal*, passing the two gaards of *Berge* (1086 ft.), with a fine view of the falls of the *Ovabergs-Elv*. We cross the Elv by an iron bridge and ascend in a wide curve to the left, past the gaard of *Søvde*. In ½ hr. we reach the second section of the valley. The hilly road affords a view of the foaming *Optunsfos*, by gaard *Optun*. Here begins another steep ascent of ½ hr., passing the *Elk-Sætre*. At the top, on the right, a side-brook forms a waterfall, and the Ovabergs-Elv forms the *Dokkafos*, near the sæter of *Dokka*. In front rises the nearer Dyrhaugstind. To the right, ½ hr. beyond Dokka, is the *Simogalfos*, past which a path crosses the river to the Riings-Sæters (p. 79). The main route remains on the right bank and passes below the sæter of *Gjessinge*. On the other side of the valley the stream descending from the Skagastølsbotn forms several splendid falls *(Turtegrøfossene)*. In 2½-3 hrs. from Fortun we reach —

Turtegrø (2789 ft.; *Turtegrø Hot. & Skyds-Stat.*, kept by Ole Berge, very fair; *Ivar Øiene's Hot.*, kept by P. Tønjum; at both R., B., S. 1¼-1½, D. 2 kr.), the chief centre for excursions to the *Horûnger*, the grandest mountain-group in Jotunheim, with their needle-like peaks and mighty glaciers, which attract a steadily increasing number of climbers. Guides (p. 77) and horses always to be had. — About 10 min. beyond the inns the path forks: the left branch ascends rapidly to the Sognefjeld (p. 70), the right to Helgedal and Keiseren (p. 72).

One of the finest points of view, and the most easily reached is the ***Oskarshoug** (3730 ft.), a few paces to the right of the path to the Sognefjeld, ½ hr. above Turtegrø. At the top is a Varde, commemor-

Svenshol
Krosbod Rojshejm
Krosbod
Smorstabbra
Tufsen
Jerseg-naasi
Fortun
Fortundal
Holmestad
Steig
Steinen
Dokka
Rings St.
Skogastöls St.
Skogastölsdal
Skogastölsbrå
Kolnaasi
1650
Simle-naasi
Fuglesteg
Nonhaugen
Heimdals St.
Bårdals St.
Bårdal
Rytte
Lövnaasi
Derhaugs Td.
Soleibrå
Solei Td.
Rings Td.
Ringsbrå
Bardals Brå
Austabötl Td.
Austabötlene
Murunaasi
Maradal
Slette Fjeld
Skogastöls Td.
Skogastölsbrå
Styggedalsbrå
Styggedals Td.
Maradalsbrå
Midtmaradals Td.
Midtmaradals
Rolandsnaasi
Stölsmaradal
Maradals St.
Maradals Fj.
Kodelhaugnaasi
Slurfedalsnaasi
Gravdal
Gravdalsbrå
Lövdal
Langedal
Hårkegrönaasi
Stokkedal
Fjeldsæter
Prästesteen Vand
Randhoug
Fanaraak Brå
Fanaraaken
Sterndal
Oskarshg.
Helgedals St.
Helgedal
Kolseren
1508
Styggedalsæter
1807 Vand
Gurildals St.
Kongsgaard
Tellegulladal
Store Tvindal
Hillermöi
1603
Gravdal
Rauadals Td.
2226
Tvindal
Tusahoug
Skogadalsnaasi
1854
Skogadal
Skogadalsboen
Melkedal
Uranaasi
Uradal
Uradalsbrå
Uradalsbrå
Uranaas Td.
2745
Fleskenaas Td.
1781
Fleskedal
Fleskedals St.
Uradals Mulen
Smaagel
Stölsnaasi
Stölsnaas Td.
Koldedals Td.
2043
Vettismorku St.
Morkedal
Trikken
1411
Vermelid
Maradalsbrå
Maradals Td.
2165
Stölsbrå
2076
Gravdalsbrå
2017
2203
2083
2108
2027
2102
2379
2334
1900
1350
1313
1255
2040
1508
1807
1603
1854
1320
2011
2070
667
1099
1781
1411
2745
1:200.000
Engl. Miles
Kilom.
Gjendebod
Eidsbugaren
Ljervasbod

ating the visit in 1860 of King Oscar II., when Crown Prince. The view embraces the Fanaraak (p. 70); then the Helgedal, through which leads the route to the Keiseren Pass; farther to the right, more distant, the Styggedalstinder; nearer, the three huge Skagastølstinder; the Maradalstind, rising behind the extensive Maradalsbræ; to the right of the glacier, the Dyrhaugstinder; to the right of these, farther off, the Store Ringstind, the Soleitind, and Austabottind.

Still more extensive is the view from the ***Klypenaasi** (3756 ft.), N.W. of Gjessinge (p. 78). ascended in 2-2½ hrs (guide 2 kr.). Superb general survey of the Horúnger range, from the Austabottind and Soleitind on the W. to the Styggedalstinder on the E.

Most interesting is the excursion to the ***Skagastølsbotn**, with the **Skagastølsbræ** (4430 ft.), behind which rise the Skagastølstinder. To the hut on the Skagastølstind (see below), and back, 5-6 hrs. (guide 5 kr.). The route crosses the stream twice, passing near the Skagastøls-Sætre, which lie on the right, and then ascends the valley between the spurs of the Dyrhaugstinder and the *Kolnaasi* (5412 ft.). The glacier projects into the lake in the Botn.

To the W. of the Dyrhaugstinder opens the **Riingsbotn**, a basin also containing a large glacier, enclosed by the Riingstind, Dyrhaugstind, and (W.) the *Lovnaasi* or *Nonkougen*, prolonged to the S. by the Soleitind and the Austabottinder. The excursion from Turtegrø (and back) takes 6 hrs. (guide 2 kr.). At the mouth of the valley lie the *Riings-Sætre*.

We may also visit the **Styggedalsbotn** (6 hrs., there and back; guide 2 kr.), the easternmost in the Horúnger, with the superb *Styggedalsbræ*, bounded on the W. by the Kolnaasi, E. by the Simlenaasi, and S. by the Styggedalstinder. The route passes the *Helgedals-Sæter* (p. 72).

One of the finest easier ascents is that of the N. **Dyrhaugstind** (6234 ft.; about 4 hrs.; guide 10 kr.), the nearest of several peaks of the Dyrhaugsfjeld. We ascend rapidly past the Skagastøl to the Dyrhaug, and climb its crest, partly over 'Ur', to the summit. The **View** embraces, to the E., the Skagastølstinder and to the right of them the wild Maradalstinder; W. the Soleitind, Austabottind, and Riingstinder; due S. the other Dyrhaugstinder. Lower down, on the left, lies the Skagastølsbræ, on the right the Riingsbræ. Between the Skagastøls and Dyrhaugs-Tinder we see the snow-mountains on Lakes Bygdin and Tyin; N. the Fanaraak and the Smørstabtinder; W. the vast Jostedalsbræ as far as the Lodalskaupe (p. 159).

An Englishman Mr. *W. C. Slingsby*, and a Dane, Hr. *C. Hall*, have been the chief conquerors of peaks of the Horunger once deemed invincible. Among the easier are the *N. Skagastølstind* (about 7220 ft.; ascended by Keilhau and Boeck, 1820; guide 6 kr.), the passage of the *Skagastølsbræ* to the *Skagastøls Hut*, which lies on the 'skar' or 'band' (ca. 5740 ft.) above the Skagastølsbotn (3-4 hrs. from Turtegrø); also the *Fanaraak* (p. 70; beyond the limits of the Horunger district; guide 5 kr.).

More trying are the highest *Dyrhaugstind* (6897 ft.; guide 15 kr.); the S. *Dyrhaugstinder* (ca. 6460 ft.): the *Gjertvastind* (7708 ft.; guide 10 kr.); the *Stølsmaradalstind* (6616 ft.); the *N. Midtmaradalstinder* (ca. 6330ft.; guide 15 kr.); the middle *Riingstind* (6283 ft.; guide 15 kr.); the *E. Riingstind* (ca. 6230 ft.); the *Skagastølsneb* (ca. 7215 ft.); the *S. Maradalstind*; the passage of the *Styggedalsbræ* to the *Gjertvasbræ*.

For experts only, with able guides, are the *Store Riingstind* (6910 ft.; there and back 9-10 hrs.; first ascended by C. Hall in 1890; guide 15 kr.): the *Soleitind* (6825 ft.; 10 hrs.); the highest *Maradalstinder* (ca. 7100 ft.; the *Midtmaradalstind* (6810 ft.; guide 20 kr.); the pass over the *Riingsbræ* and the *Stølsmaradalsbræ* to Vetti (p. 73); and the pass from the *Midtmaradalsbræ* over the *Midtmaradalstinder* to the *Stølsmaradalsbræ*.

Still more serious ascents, taking 12-16 hrs.: the *Vesle Skagastølstind* (7710 ft.; Hall, 1885; 2 guides, 50 kr.); the *Centraltind* (7753 ft.; Hall, 1885; 1 guide 25, 2 guides 40 kr.); the *Store Austabottind* (7225 ft.; Hall, 1883; 1 guide 25, 2 guides 40 kr.): the *Mellemste Skagastølstind* (7566 ft.; Hall, 1884); the *Store Styggedalstind* (7805 ft.; Hall, 1883; 1 guide 25, 2 guides 40 kr.); and the **Store Skagastølstind** (7723 ft.), once thought impossible,

like the Matterhorn, but conquered by Slingsby in 1876, and now ascended several times every year (guide 35, 2 guides 50 kr.; a hut with a few rugs is the only sleeping place; thence to the summit 3, descent 2½ hrs.).

A splendid GLACIER WALK of 12-14 hrs. is the passage of the *Skagastølstindskar* or *Midtmaradalsskar* (5761 ft.), between the Skagastølstind and the Dyrhaugstinder, over the Midtmaradalsbræ to the *Midtmaradal* and the *Utladal* (p. 74), and down the latter to *Vetti* (p. 73).

10. From Christiania through the Gudbrandsdal to Stryn on the Nordfjord, Marok on the Geiranger Fjord, or Aandalsnæs on the Romsdals Fjord.

The distance from Christiania to *Visnæs (Stryn)*, on the Nordfjord, or to *Marok*, on the Geiranger Fjord, is 464 Kil.; to *Aandalsnæs*, on the Romsdals Fjord, 457 Kil. Each of the three routes takes 3-4 days, and in each the last day's journey is the finest.

a. Railway from Christiania by Hamar to Otta in the Gudbrandsdal.

297 Kil. Express (to Lillehammer, thence ordinary train) in 8¾ hrs. (fares 23.10, 16.00, 10.30 kr.); ordinary train in 10 hrs. (14.00 or 8.70 kr.).

Christiania, see p. 8. As we leave the station, we have a fine view of Christiania and the fjord to the left, and of the Egeberg and the suburb of Oslo to the right. 4 Kil. *Bryn* (260 ft.); 7 Kil. *Alna*, junction of a branch-line to Grefsen (p. 44); 11 Kil. *Grorud* (420 ft.); 18 Kil. *Strømmen* (485 ft.). The train crosses the *Nit-Elv*, the N.W. feeder of the Øieren.

21 Kil. *Lillestrøm* (355 ft.; Rail. Rest.), junction for Kongsvinger and Stockholm (see p. 97). The railway from here to Eidsvold (1851) is the oldest in Norway. Scenery uninteresting; but at *Frogner* (405 ft.) and *Kløften* (545 ft.) we get a glimpse of blue mountains to the W. Beyond *Jesseim* a gravelly region, scantily wooded. At *Dal*, with its pretty villas, the scenery improves. Two tunnels.

68 Kil. **Eidsvold** (413 ft.; *Rail. Rest.*; **Jernbane Hotel*, at the station) lies on the right bank of the broad, clear *Vormen*, which descends from Lake Mjøsen to the Glommen. Near the station is the *Eidsvoldbad*. By the church is a '*Bautasten*' in memory of Vergeland, the poet, discoverer of the mineral spring. In the old mansion of *Eidsvoldsværk* (now owned by the state, and adorned with portraits of members of the diet), 5 Kil. S.W., the Norwegian constitution (p. lvii) was adopted in 1814.

The train ascends the right bank of the Vormen. Beyond (75 Kil.) *Minne*, near the *Minnesund*, it crosses the river by an iron bridge (65 ft. high, 396 yds. long), and soon reaches Lake Mjøsen, the E. bank of which it skirts.

Lake Mjøsen (397 ft.; area 138.7 sq. M.; depth 1482 ft.; length 62 M.; greatest width 9½ M.), 'Norway's inland sea', ex-

tends between the fertile districts of *Gudbrandsdalen* and *Hedemarken* to the N. and E., and *Thoten* and *Øvre Romerike* to the W. and S. In spite of its immense depth, its original connection with the sea is doubted, the depression being now attributed to dislocation of strata. With the exception of the *Skreidfjeld* (2673 ft.), on the W. bank, the hills are of moderate height.

Several STEAMERS ply on the lake: From *Eidsvold* by *Hamar* and (5 hrs.) *Gjøvik* to *Lillehammer* (7½ hrs.; Com. 440); also from *Hamar* to *Gjøvik* (Com. 443). The banks with their fields, woods, and pastures, farmhouses and hamlets, are pretty but rather monotonous. The *Hunner Ørret* is an esteemed kind of trout peculiar to Lake Mjøsen.

84 Kil. *Morskogen* (275 ft.). Fine view of the bay of *Feiring*, opposite. The train enters *Hedemarkens Amt*. 97 Kil. *Espen* (427 ft.), on the picturesque bay of *Korsødegaard*; 102 Kil. *Tangen* (538 ft.), with its church. We ascend through woods, pass the small station of *Stensrud* and (114 Kil.) *Stange* (729 ft.), and then descend through a fertile district. 119 Kil. *Ottestad* (610 ft.), on the pretty *Akersvik*, which the train crosses by an embankment; the road, to the right, crosses by a wooden bridge.

126 Kil. **Hamar** (415 ft.; **Rail. Rest.*, D. 1½ kr.; *Grand Hot.*, by the station, very fair. R. 2-6 kr., B. 1 kr. 20 ø., D. 1½, S. 1¼ kr.; *Victoria*, Strand-Gade, near the station), a thriving town with 5700 inhab., seat of the district governor and of a bishop, lies between the *Furnæsfjord* and the *Akersvik*, which is crossed by the bridge above mentioned. Hamar dates from 1152, when a bishopric was founded here by the papal nuncio Nicholas Breakspeare, an Englishman, afterwards Pope Adrian IV. It was destroyed by the Swedes in 1567. The station contains a small *Railway Museum*. A visit should be paid to the ruins of the *Cathedral*, dating from the 12th cent., ½ hr. N.W., near the large farm-house of *Storhammer*. (We follow the Strand-Gade to the left on leaving the station, then the Storhammer-Gade, and pass below the railway outside the town.) The four round arches of the nave, resting on massive piers, are most picturesque.

Between Hamar and Gjøvik steamers (see p. 80) ply 2-3 times daily (in 1½-2¼ hrs.; fares 1 kr. 20, 80 ø.), passing the fertile *Helgø* ('holy isle').

Gjøvik (422 ft.; *Hot. Victoria*, *Gjøvik's Hotel*, both good), capital of *Toten Fogderi*, with 3430 inhab., at the mouth of the *Hunselv*, is the terminus of the Nordbane from Christiania (p. 44). To the N., 1 Kil. on the road to Vingnæs (and Lillehammer), is the church of *Hunn*.

The road from Gjøvik to (37 Kil.) ODNÆS (p. 45) leads by *Stangstuen*. — From Gjøvik to LILLEHAMMER (p. 82) steamboat once daily in 2½ hrs.; also a Skyds road (46 Kil.) on the W. bank, by *Sreen* and *Gryte*, to *Vingnæs*, and ferry thence to Lillehammer.

FROM HAMAR TO OTTA. — The train skirts the *Furnæsfjord*, a large bay of Lake Mjøsen. View of the Helgø to the left.

133 Kil. *Jesnes;* 140 Kil. *Brumunddalen*, an industrial village; 144 Kil. *Veldre*, near the N. end of the fjord, with a pretty view; 153 Kil. *Tande*, above *Ringsaker* (the church contains an early-Flemish altar-piece); near it, on the peninsula of *Stansholmen*, are the remains of a castle of the 13th cent. We now descend through a tunnel to (156 Kil.) *Moelven* and skirt the long narrow N. arm of Lake Mjøsen. 160 Kil. *Ring;* 168 Kil. *Brøttum;* 175 Kil. *Bergseng.* Two tunnels.

184 Kil. **Lillehammer** (588 ft.; 191 ft. above the lake; *Ingberg's Hot.*, by the station and near the pier; **Victoria Hot.*, R. 2-5, B. 1¼, D. 2, S. 1½ kr.; *Grand Hot.*, good, R. 1½-4 kr.; *Ormsrud's H.; Breiseth H.*), a town with 3840 inhab., several saw-mills, a cotton-mill, etc., stretches for more than a mile along the road to the Gudbrandsdal and is divided into a N. and S. half by the brook *Mesna*. The place is of early origin, but only became a town in 1827. The railway-station and the church are at the S. end of the town. To the S. of the station, on the *Maihaug* (¼ hr.), is an open-air museum, with eleven old Norse cottages (adm. 50 ø.); the Ljorestue dates from about 1450; Per Gynt's Stue, of about 1600, contains a collection of old weapons. — Near the Mesna bridge a finger-post indicates the way to (1¼ M.) the *Helvedeshøl*, 'hell cauldron', a ravine with the fine waterfalls of the Mesna. — A little way S. of the station is a bench on the roadside, overlooking the narrow lake.

Opposite Lillehammer, on the W. bank (ferry from the pier), lies the gaard of *Vingnæs* (p. 81).

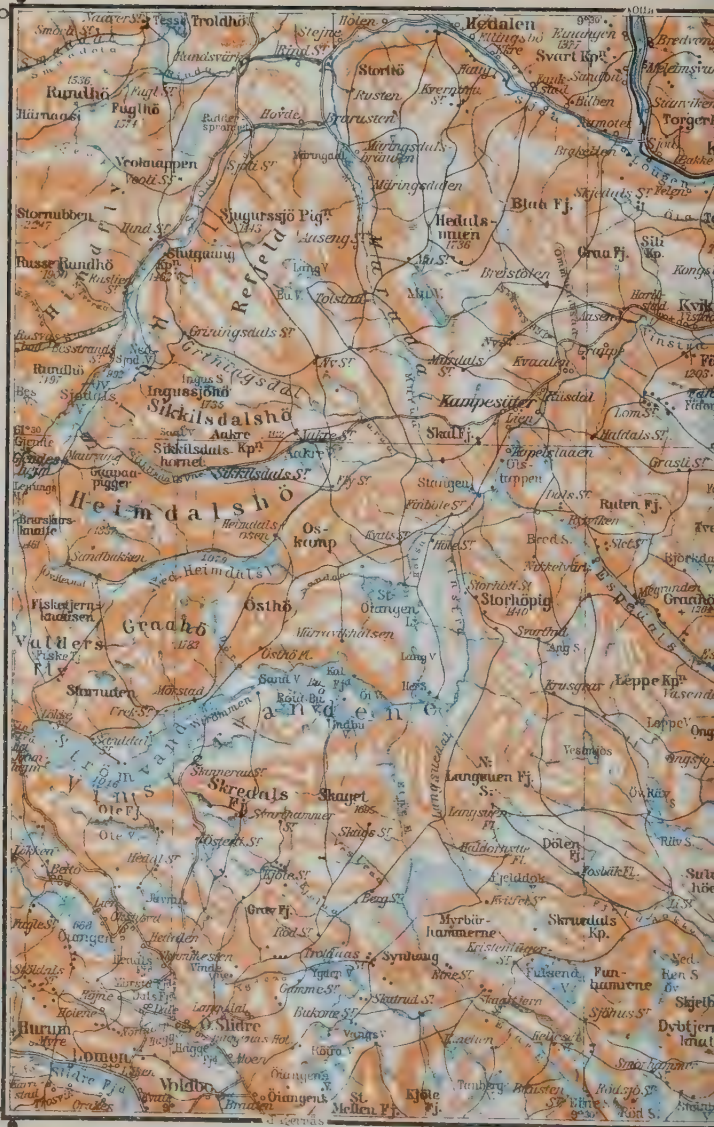
At Lillehammer begins the **Gudbrandsdal,** watered by the *Lougen*, or *Laagen* (p. xxix). The inhabitants (about 50,000) are spirited and prosperous, and still cling to old customs. The valley is fairly well cultivated. The arable land has been laboriously reclaimed by the removal of stones, often seen in heaps on the roadside. The syllables *rud*, *rod*, or *ryd*, with which Norse names often end, refer to the 'uprooting' and clearing process. Cattle and horse-breeding thrives. The scenery is pleasing, but on the whole sombre.

The railway skirts the E. side of Lillehammer and crosses the Mesna. Both sides of the valley are wooded. On the hill to the right is the sanatorium of *Balbery-Kampen*. The Gausdal soon opens to the left.

192 Kil. *Faaberg;* the church of that name is 2 Kil. distant on the right bank, to which a bridge crosses.

The road to the bridge descends from the station in a bend, ascends on the opposite bank to the church of Faaberg, and leads up the GAUSDAL (fast stations). Passing *Aulestad*, the country-seat of the poet Bjørnson, it goes on to (20 Kil.) *Veisten*, (11 Kil.) *Moen*, and (17 Kil.) *Kvisberg*.

The line ascends the left bank of the Lougen. 197 Kil. *Hunder*, near *Fossegaarden* (pension). The train crosses the river near the *Hunnerfos* (visible from the bridge, and also to the right further on), where Hunner-Ørreter, or lake-trout, are caught, and then skirts


Hedalen
Troldhö
Svart Kp.
Storlö
Rundhö
Fuglhö
Hämmaas
Bilben
Torger
Stormubben
Blue Fj.
Heduls-
mien
Grau Fj.
Russe Rundhö
Kvik
Kampesäter
Sikkilsdalshö
Sikkilsdals Kp.
Skull Fj.
Heimdalshö
Os-
krump
Ruten Fj.
Storhöpig
Graahö
Östhö
Vallers
Fiske Fj.
Leppe Kp.
Langvatnet
Skredals
Fj.
Skaget
Langsæ
Fj.
Dölen
Fj.
Myrbär-
hammerne
Skrurduls
Kp.
Hurum
Ö. Sidre
Vhabo
Kjöle
Fj.
Mellen Fj.
Kilom.

Ringebu
Fodvang
Djundas Kp.
Kliknappen
Tretten
Aulstan
Gausdal
Follebu
Kampen
Nykirke
Saksumdalen
Lillehammer
Øier
Vaatsun
Prestekamp
Stor Fj.
Aulstads Fj.
Grönfj.
Graahögda
Mugen
Röthögden
Stulshögdene
Venebygden
Kvithery
Söndre Prua
Strusberg
Skotaas
Högaas
Ringebu
Sorkamp
Vendals
Opsal
Liten
Djundas Kp.
Fodvang
Kirkesæter
Stor Fj.
Prestekamp
Skeids-kamp
Kliknappen
Tretten
Aulstan
Gausdal
Tjernknappen
Follebu
Kampen
Nykirke
Saksumdalen
Lillehammer
Øier
Vaatsun
Graahögda
Röthögden
Mugen
Stulshögdene
Venebygden
Kvithery
Söndre Prua
Strusberg
Skotaas
Högaas
Ringebu
Sorkamp
Vendals
Opsal
Liten
Djundas Kp.
Fodvang
Kirkesæter
Stor Fj.
Prestekamp
Skeids-kamp
Kliknappen
Tretten
Aulstan
Gausdal
Tjernknappen
Follebu
Kampen
Nykirke
Saksumdalen
Lillehammer
Øier
Vaatsun
Engl. Miles

the steep *Hoknafjeld* (2407 ft.). — 203 Kil. *Mier;* its church stands on the other bank, halfway up the hill, among several gaards. To the right a fine view of the broad green river and the wooded mountains.

214 Kil. **Tretten** (*Hot. Losnaös*, good) lies at the S. end of *Lake Losna* (598 ft.), an expansion of the Lougen, abounding in fish. The church of Tretten lies on the left bank, reached by a bridge. Up the valley are seen the snow-clad Róndane (p. 94), which look quite low in the distance.

From Tretten a good road leads (a drive of 1 hr.) to *Winge's Sanatorium* (1870 ft.; open 10th June to 10th Sept.; R. 2½-3, B. 1¼, D. 2½, S. 1¼, board 3½ kr.). In 1½-2 hrs. more we reach **Høifjelds Sanatorium i Gausdal** (2575 ft.; R. 30-85, double R. 80-140, board 90 kr. per month; open 10th June to 1st Sept.), 15 Kil. from Tretten (diligence twice daily, 4 kr.). Pleasant walks. The *Skeidkamp* (3693 ft.; 1-1½ hr.) and *Prøstekamp* (4090 ft.; 2 hrs.) are very fine points of view.

We follow the W. bank of Lake Losna, skirting the *Kiliknappen* (3548 ft.) and other abrupt heights. 224 Kil. *Losna*. Nearing (232 Kil.) *Myre*, we see the white church of *Fuavang* on the opposite bank. An iron bridge crosses to the hamlet of *Tromsnæs* (Tromsa Hot.), on the left bank. Next, also on the opposite bank, we observe, on a wooded height, the old church of *Ringebu*, mentioned in 1270, but transformed into a cruciform church with a spire in the 17th cent. We penetrate the *Ranklev* by a tunnel and cross the Lougen and the *Vaale*. — 243 Kil. *Ringebu* (Vaalebro Skyds-stat., by the rail. station; Bø Pension, ¼ hr.), near gaard *Skjæggestad*.

From Skjæggestad a lonely path leads to (1 day) *Solliden*, and thence either to the pretty *Atnevand*, and by *Foldal* to *Jerkin* on the Dovrefjeld (p. 91); or down the valley of the *Atne-Elv* to *Atna* (p. 94).

The bed of the stream widens. The train runs on embankments on the left bank, skirting the *Kjønnaas*, and crossing the *Frya*. — 252 Kil. *Hundorp* (Inn). Gaard *Huntorpe* is said to have been once the seat of *Dale Gudbrand*, the heathen opponent of St. Olaf. Gaard *Hove* was a heathen place of sacrifice. Near it are several barrows ('Kæmpehouge').

From the right bank near Hundorp a road ascends by *Tofte Højlid's Sanatorium* (about 1970 ft.) to the *Fagerhei Sanatorium* (20 Kil.; carr. in 5½ hrs.); another to *Lauvausen Sanatorium* (about 2950 ft.; 15 Kil.; carr. in 4 hrs.).

On the right is the church of *Søndre Fron*. The train skirts the left bank of the broad river, which soon becomes a torrent, and beyond (260 Kil.) *Harpefoss* (Inn) flows through a narrow gorge (view to the left).

From the station a road leads over the 'Harpe-Bro' and through the *Skordal* to the (12 Kil.; carr. in 3 hrs.) *Golaa-Høifjelds Sanatorium* (about 2950 ft.; R. 2-4½, B. 1, D. 2½, S. 1, pens. 6-9 kr.), on the *Golaa-Vand*. — The *Valseeter Sanatorium* is 1 hr. farther.

The river widens further on. To the E. we see the *Solbraakampen*. Beyond the church of *Sætorp* or *Nordre Fron* we reach — 268 Kil. **Vinstra** (*Hot. Vinstra*, with Skyds-station, near the rail. station, D. 1½ kr.), opposite the influx of the Vinstra into the Lougen. A road diverging to the left above the inn crosses the

Lougen to (1 Kil.) the **Furuheim Hotel & Sanatorium* (R. 1¼-3, B. 1, D. 2, S. 1, board 3 kr.; baths; Engl. spoken). — From Vinstra to *Jotunheim*, see p. 64.

The following sanatoria are also commended. On the *Kongslikampen*, 5 Kil. from Vinstra, the *Kongsli Sanatorium* (1640 ft.; R. 1½-2½, pens. 3-4½ kr.); the *Fæfor Sanatorium* (2886 ft.; R. from 1½, board 3½ kr.), three houses and several villas, on the *Fæforkampen*, 11 Kil. from Vinstra; also the *Fæforkampens Sanatorium* (3608 ft.), etc.

The scenery becomes wilder and grander. The valley turns N., and then W. By the road-side is a monument to Capt. Sinclair (see below).

278 Kil. *Kvām* (873 ft.), with a church. A poor district, with stunted pines and birches; cottages ('Stuer') roofed with turf.

287 Kil. *Sjoa*, opposite the mouth of the *Sjoa*.

A road ascends the pine-clad Sjoadal to (9 Kil.) *Hedalen's Hot. & Sanatorium* (R. 1, B. 1, D. 1½ kr., S. 80 ø.) and (6 Kil.) gaard *Ellingsbø* (burned down in 1903), near the church of *Hedalen*. *Bjølstad*, 3 Kil. farther, is an interesting old gaard, the owner of which claims royal descent. The main building dates from the beginning of the 19th cent., the others from the 17th-18th. — From Ellingsbø to Gjendesheim, a day's journey (skyds to Hovde 4½, two pers. 7 kr.). The tolerable road skirts the left bank of the Sjoa, and after about 12 Kil. forks. The right branch leads to the *Randsverk-Sæter* (p. 66); the left branch crosses the *Rinda* and follows the Sjoadal, which here bends to the S., to (17 Kil.) *Hovde* (2070 ft.; Hovde Hot., R., B. or S. 80 ø.). From this point the road (skyds to Hind-Sæter 4, for 2 pers. 6 kr.) ascends the Sjoadal, which turns W. and contracts to the ravine of *Riddersprangat*, so named from the legend that the 'Valders-Ridder' sprang over it with his bride in his arms when chased by the 'Sandbu-Ridder'. About 5 Kil. from Hovde we join the old route from the Randsverk-Sæter and follow this to the S., crossing the *Veo-Elv*, to (15 Kil. from Hovde) the *Hind-Sæter* (Hot.), at the influx of the *Store Hinden*, which descends from the Nautgardstind (p. 65). From the Hind-Sæter we go on to the *Rusli-Sæter* (p. 65) and the (10 Kil.) *Besstrand-Sæter* (p. 65; skyds 2½, for 2 pers. 3¾ kr.). We then row (boat, if procurable, about 2½ kr.) on the *Øvre Sjodalsvand*, or walk on the W. bank of the lake, to (1½ hr.) the *Bes-Sæter*, and in 1 hr. more reach Gjendesheim (comp. p. 65). Note that in the opposite direction boats are always to be had at the Bes-Sæter, but a vehicle requires to be ordered from the Hind-Sæter.

The train re-crosses the Lougen by a long bridge, crosses the green *Otta-Elv* near its mouth, and reaches the terminus at —

297 Kil. **Otta** (944 ft.; *Grand Hot.*, R. 1-2½, B. 1.80, D. 2 kr.; *Blekastad's* or *Otta Hotel*, R. 1¼-2, B. 1, D. 1½, S. 1 kr., both good; *Bjørkheim Hot.*, R. 1-3, B. 1, D. 1½-2, S. 1-1¼ kr.; *Skyds Stat.*, kept by Loftsgaard; Engl. Ch. Serv. in summer), situated between the Lougen and the Otta-Elv. A bridge crosses the Lougen to the Gudbrandsdal road, on which, a little lower down, is the steep hill of *Kringen*. On 26th Aug., 1612, when Col. Ramsay and Capt. Sinclair with 900 Scottish auxiliaries, who had landed a few days before at the Klungenæs on the Romsdalsfjord, were trying to force their way through Norway to join the Swedes, then at war with the Norwegians, they were intercepted by an ambush of 300 Norwegian peasants at this spot. The natives had felled trees and collected piles of stones on the hill above the road, which they hurled down on the invaders. Most of the Scots, including Capt.

Sinclair, were thus crushed, and almost all the survivors were put to the sword. Col. Ramsay was taken prisoner. [See p. liv; also Thomas Mitchell's 'History of the Scottish Expedition to Norway in 1612' (London, T. Nelson & Sons), and Laing's 'Norway'.] A tablet on the rock to the left, with the inscription '*Erindring om Bøndernes Tapperhed*' recalls the 'peasants' bravery'.

From Otta to the *Myssu-Sæter* and the *Rondane*, see p. 94.

b. Road from Otta by Grotlid to Stryn, on the Nordfjord, or to Marok, on the Geiranger Fjord.

167 Kil. to either destination. Skyds (pay for 213 or 216 Kil.): From Otta to *Grotlid* 126 (pay 154) Kil., for 1 pers. 26.18, for 2 pers. 39.27 kr.; from Grotlid to *Hjelle i Stryn* 41 (pay 59) Kil., for 1 pers. 10.03, for 2 pers. 15.05 kr.; from Grotlid to *Marok* 41 (pay 62) Kil., for 1 pers. 10.54, for 2 pers. 15.81 kr. — Carr. and pair from Otta, for 2, 3, or 4 pers. to *Hjelle* 95.85, 106.50, 127.80 kr.; to *Marok* 97.20, 108.20, 129.60 kr.

The journey from Otta to Hjelle or to Marok takes 2½-3 days. The best night-quarters are at *Friisvold*, *Fossheim*, *Polfossen*, and *Grotlid*, and on the Stryn route the *Videsæter* also; but as there are other good stations, the journey may easily be broken otherwise. As on all the other routes to the W. coast of Norway, the last day's journey (from Grotlid onwards) is the finest.

The road ascends the monotonous *Ottadal*, on the left bank of the foaming river, partly through wood.

17 Kil. *Brovik*. The road from Bjølstad i Hedal (p. 84) joins ours, coming over a bridge on the left.

We pass the old gaards of *Tolfstad*, *Bjørnstad*, and *Snerle*. The valley expands; the snow-capped Lomsegg (p. 69) becomes visible in the distance. Near Sørum our route is joined by the road from (21 Kil.) Laurgaard and *Nordre Snerle* (p. 88).

12 Kil. **Sørum** (*Sørum Hot.*, R. 1½, B. or S. 1¼, D. 2 kr., good), ½ M. beyond which is the old church of *Vaage*, first mentioned in 1270, and expanded, partly with the old materials, into a cruciform church in the 17th cent. The old ornamentation points to the early 12th cent. as the date of the original building.

The road follows the S. bank of a lake 36 Kil. long (on which a motor-boat plies), called *Vaagevand* (1135 ft.) in its E., and *Ottavand* in its W. half. About 12 Kil. from Sørum is gaard *Volden*.

Near Volden diverges, to the left, a rough road which leads past the *Lemundsjø* to *Randsværk*, a large group of sæters (29 Kil.; p. 84; Tourists' Inn). A path leads thence W., on the *Rinda*, to the *Fugl-Sæter* (quarters). Farther N. it rounds the Fuglhø (5164 ft.) to the plateau of the *Rindtjerne* and (2 hrs.) descends into the *Veodal*. It then ascends on the left bank of the Veo to *Nybod*, *Bergenusbod*, and (4½ hrs.) *Glitterhejm* (p. 67).

Near gaard *Storvik* the road crosses the *Tesse-Elv*, which descends from the *Tessevand* (3008 ft.; Nordsæter Pens.), and forms fine cascades. (The lowest may be visited in ½ hr.; the highest, the *Oxefos*, in 1½-2 hrs.; comp. p. 63.) Opposite, on the N. bank of the lake, rises the *Skardhø* (5346 ft.). — Beyond the church of *Gardmo* we reach —

21 Kil. **Hot. Friisvold**, or *Fritsvold* (R. 1½-2½, B., D., or S.

1½ kr., good). Farther on, the *Lomsklev* hides the lake, which now takes the name of *Ottavand*. Facing us rises the huge *Lomsegg* (p. 69), at the foot of which the *Bævra* descends from the snow-mountains of Jotunheim. Near the bridge over the stream, which has a fall here, is the —

15 Kil. (pay for 17) **Hot. Fossheim** (R. 1-3, D. 1-1¾ kr., good; beyond it. *Hot. Fossberg*, good). The *Røjshejm* road diverges to the left (p. 67). To the right, on an old moraine, is the church of **Lom** (1295 ft.), a 'Stavekirke' (p. 28), first spoken of in 1270, afterwards made cruciform, when the W. side was lengthened and the spire built. The apse is old and has the usual round tower. The interior, with nave and aisles, borne by 26 flat-hewn columns, has been deprived of its original character by the new ceiling. A silk flag with a hand holding a sickle is said to recall the first irrigation of this district, where rain is scarce. By the Præstegaard is an old 'Stabbur' (store-house).

We continue to follow the S. bank of the Ottavand. On the right, beyond the lake, rises the *Loms-Horúng* (5660 ft.). The country is fairly well peopled. Rye and barley are the chief crops.

12 Kil. (pay 14) *Aanstad* (good Inn), near the church of *Skeaker*, or *Skiaaker*, which lies a little to the right of the road.

Route to *Mølmen* in the Romsdal, see p. 89; guide, Svend P. Kvitingen.

Beyond the Præstegaard the road crosses by an old bridge to the left bank. The deposits of sand here are left by old moraines. On the right is the influx of the *Aur-Elv*, coming from the *Aursjø*, into the bluish-green *Otta-Elv*. On the left soon opens the *Lunderdal*, with its large moraines, bounded on the S. by the glacier-clad Hestbræpigge (p. 69), by the *Holatinder* in the background, and on the N. by the *Grotaufjeld* (6382 ft.), the *Tværfjeld* (6366 ft.), and the *Svaahø* (6136 ft.). Farther on we re-cross the Otta-Elv by an old Norse bridge. The distant snow-peak ahead of us is the Skridulaupen (p. 87).

10 Kil. (pay for 14) *Flækøi* (Inn, very fair), to the left of the road. To the left, a little farther, are the former station of *Lindsheim* and the *Nordbergs-Kirke*. On the other side of the valley is the mouth of the *Gjødingsbæk*, coming from the *Sletflykamp* (4484 ft.). Facing us appears the *Openaase* (4264 ft.).

At the *Domma Bridge* (9 Kil. from Flækøi), by which the road crosses to the left bank of the Otta-Elv, we look into two side-valleys: S. the *Tundradal*, headed by the snow-clad Tundredalskirke; W. the *Brotedal*.

In the Brotedal a road leads by *Aamot* to (about 9 Kil. from the Dommabro) **Mork** (2192 ft.), and past the (¾ hr.) *Dyringen Sæter* to (7-8 Kil.) the lower end of the Liavand. A path, leaving the road at Dyringen and crossing the bridge, ascends on the S. bank of the brook and the S. side of the *Liavand* (2483 ft.) to the (1½ hr.) *Brænden* or *Brenn Sæter* (occupied till mid-Aug.). It leads thence, with views of the Rivenaaskuten and the Tværaadalskirke, to the (1¼ hr.) —

Sota-Sæter (2320 ft.; 4 hrs from Mork; good quarters at Sven Kvi-

tingen's), a starting-point for several grand Mountain Excursions (with guide). 1. Ascend by the brook issuing from the *Sotkjærn*, and cross it into the *Tværaadal*. From this valley ascend the *Steindal* to the right and cross the glacier between the *Tundredalskirke* (6500 ft.) and the *Tværaadalskirke* (6828 ft.) to the *Fortundalsbræ*; then a rough descent to the *Nørstedals-Sæter* (p. 78; 9 hrs. from the Sota-Sæter). — 2. As above to the Tværaadal, then to the right across the *Kollbræ* to the *Fjeldsli-Sæter* (see p. 156). — 3. From the Sota-Sæter cross the bridge, follow the N. bank of the stream, and skirt the *Røkjeskaalvand* (3066 ft.) to the (1½ hr.) *Musubytt-Sæter*; next ascend the *Svarthytdal* to the *Hanspikje* (4523 ft.), and rapidly descend the *Sprangdal* to the *Faaberg-Sæter* (p. 158).

To the left, below, the Otta-Elv forms the *Øibergsfos*. The road ascends steeply through a chaos of fallen rocks ('Ur'), overgrown with pines, and above the ravine reaches the *Høgerbottenvand*, from which the foaming river issues. The lake contains several islands. In the background rises the *Opnaase*; to the right, on the hill, lie the *Høgerbotten-Sætre* (3020 ft.). Passing two sawmills, we come to the *Frederiksvand* and the long *Polvand* (1930 ft.). Near the end of the latter, on the opposite bank, opens the *Rauddal*, above which, on the N., towers the snow-clad *Skridulaupen*, with the *Framrusthovd* and *Glitterhø*.

21 Kil. (pay for 32) **Polfossen** (**Polfos Hot.*, R. 1½-2, B. or S. 1½, D. 2 kr.; landlord speaks English), in wood, near the straggling *Polfos*, which we survey from a bridge. Trout-fishing.

Crossing the bridge, we may go N.W. to the *Botten-Sæter*, on the Glitter-Elv, the effluent of the Glittervand; or S.W. to the (1¼ hr.) *Framrust-Sæter* (2980 ft.), at the lower end of the *Rauddal*. From this sæter a grand route, much used before the opening of the Videdal road (p. 173), ascends (W.) the Rauddal, skirting the long *Rauddalsvand*, crossing several brooks, and mounting past the *Rauddalsbræ* to the *Kamphamre* (4063 ft.). Then a steep descent to the *Sundal* and the *Sundals-Sæters*, and through the *Hjelledal* to *Hjelle*, on the Strynsvand (p. 172; 14-15 hrs.). — By crossing the *Framrust-Elv*, S. of the Framrust-Sæter, mounting the hill, and following it to the S.E., we reach (1 hr.) *Mork* (p. 86), the starting-point of the passes to the Sogne district.

The road ascends past the falls of the Otta-Elv. The valley expands and takes the name of *Billingsdalen*. We cross the *Kværnaa*, which descends in a series of falls on the right from the *Synstaalkirke* (4362 ft.). Thousands of fallen trees rot on the ground, as there was no way of utilizing them before the road was made. We cross the *Thordals-Elv*, coming from the N., fed by many glaciers and snow-fields. On hills of débris, to the right, lie the sæters of *Billingen*; to the S., on the opposite side of the Otta, are the *Aasen-Sætre*. We next pass the *Vuluvand*, on the left, into which the *Vuludals-Elv* falls, and on the right the *Ny-Sætre* (2683 ft.). The scenery becomes grander The road is now nearly level. A little to the left is the Skridulaupbræ, with the *Glitterhø* and *Skridulaupen*. In the distance, between these and the *Kvitlenaava* (6261 ft.), is the great white expanse of the *Jostedalsbræ*. We then pass the small *Heimdalsvand* and *Grotlidsvand*. On the latter lies the old 'Fjeldstue' (p. 90) of *Grotlid* or *Grjotlien*, which affords tolerable quarters when the hotel, 2 Kil. further, is full.

20 Kil. (pay for 27) *Hot. Grotlid*, see p. 174. The road divides here: S.W. to Hjelle i Stryn; N.W. to Marok i Geiranger (see pp. 174, 173, and pp. 174-176).

c. Road from Otta to Aandalsnæs on the Romsdals-Fjord.

160 Kil. Motor Car from Otta to Aandalsnæs in 10 hrs. (30 kr. each person). Skyds in 2½-3 days; 1 pers. 26.57, 2 pers. 41.80 kr.; carr. and pair for 2, 3, or 4 pers. 80, 90, 100 kr. — Superb scenery on the last part of the route. Finest parts for walking between *Stuefloten* and *Ormejm* and between *Flatmark* and *Aandalsnæs*. Good night-quarters at *Laurgaard*, *Brændhougen*, *Toftemoen*, *Domaas*, *Holsæt*, *Lesjeværk*, *Mælmen*, *Stuefloten*, and *Ormejm*.

We cross the Lougen and ascend N. in the Gudbrandsdal, on the left bank of the river. Beyond the bridge over the *Ula*, which near its influx into the Lougen, and close to the road, forms the *Daanofos* ('thunder-fall'), we see the church of *Sel* to the left. The churchyard wall is built of slate, and many of the tombstones are of 'klæbersten' or soap-stone (saponite). The conspicuous mountain to the N., heading the valley, is the *Formokampen* (4836 ft.). The valley bends to the N.W. We pass many deposits of débris ('Skred'), the largest near Laurgaard, and cross the river.

15 Kil. **Laurgaard** (1040 ft.; **Inn*, D. 2 kr.), a drive of 1½ hr. from Otta.

The road on which Laurgaard lies leads W., up the valley of the effluent of the *Selsvand*, and across a wooded height to Sørum (21 Kil.; p. 85), but is not recommended.

A bridle-path, diverging to the right from the road, a little before it crosses the bridge in the Rosten Ravine, ascends steeply to (about 11 Kil.) the *Høvringen Sæter* (about 3280 ft.; Hot. Ulsvoldsæter, pens. 2½ kr.; Hot. Laurgaardsæter), whence the *Formokampen* (see above) is ascended.

We return to the left bank of the Lougen. The road leads through a *Ravine formed by the river in forcing its passage, in a series of rapids and cataracts, through the rock-barrier of *Rusten*. The grandest point is at the *Bridge* which carries the road to the right bank, about ¾ hr. from Laurgaard. We walk to the bridge, and order vehicles to follow. — Beyond the ravine we enter an Alpine valley, where cultivation is poor. A little beyond the bridge is the *Rosten Hotel*. On the right rises the *Rusten/jeld*, on the left the *Kjølen*, the mountain range between the Lessø Valley and Vaage. Large snow-fields are seen even in July. The broad floor of the valley is covered with débris and sand, overgrown with stunted pines.

12 Kil. **Brændhougen** (1375 ft.; good *Inn*), *Brennhaugen*, or *Brænnhaug* (1½-1¾ hr.'s drive from Laurgaard) belongs to the parish of Dovre. The *Jetta* (5433 ft.), to the W., affords a fine view of the Dovrefjeld, the Róndane, and Jotunheim.

Crossing the Lougen, we pass the new savings-bank, the school, and then the church of *Dovre* (1555 ft.), on an ancient moraine. Most of the gaards are on the sunny side of the valley ('Solside'). A little beyond the *Hot. Kirkestuen*, on the hill to the right, lies the old king's-gaard of *Tofte*.

12 Kil. **Toftemoen** (*Fru Tofte's Inn*, good and moderate), $1^1/_2$ hr.'s drive from Brændhougen, is an 'inhabited site' *(Tuft)* on a 'sandy plain' *(Mo)*. The road ascends over huge masses of detritus to gaard *Lid*. Fine view of the deep ravine of the Lougen, with the Kjølen rising above it. The distant peak to the N.W. is the *Store Horúng* (5155 ft.).

11 Kil. **Domaas**, or *Dombaas* (2110 ft.; **Hotel*, R. $1^1/_2$, B. $1^1/_4$, D. 2, S. $1^1/_2$ kr.), lies at the divergence of the Trondhjem route (p. 90) from ours, $1^3/_4$ hr.'s drive from Toftemoen. An excursion of 4-5 hrs. may be taken to the *Hardey-Sæter* on the S. bank of the Lougen, where we have a fine view of the Snehætta (p. 91).

The Romsdal road leads as far as Stuefloten through an uninteresting mountain-basin, with a scanty growth of pines, birches, and heather, but with thriving gaards on the slopes. Except at first, the ascent is gradual. Below (left) is the bed of the Lesjevand, now drained.

12 Kil. *Holaaker* (1720 ft.; Inn, good and moderate), $1^1/_2$ hr.'s drive from Domaas.

From Holaaker to the *Aursjø-Hytte* and thence to *Lilledal* and *Sundal*, see p. 193; from the Aursjø-Hytte to the *Eikisdalsvand*, see p. 194.

We now pass *Lesje-Kirke* (1970 ft.), and in $1^3/_4$ hr. reach —

15 Kil. **Holsæt**, or *Hoset* (good Inn).

A bridle-path ascends from Holsæt by the *Lora-Elv* to the *Storsæter* and *Nysæter* (about 5 hrs.), and crosses the mountains S. to *Aanstad* (*Skeaker*, p. 86), a long day's journey, which may be broken by spending a night at the pleasant Nysæter (see p. 90).

The drive from Holsæt to Lesjeværk takes $1^1/_2$ hr.

10 Kil. **Lesjeværk** (2090 ft.; good quarters; the timber-built station is of the mid-18th cent.), a deserted iron-mine, at the S.E. end of the *Lesjeskogen-Vand* (2050 ft.), which forms the watershed between the Skager-Rack and the Atlantic. To the former descends the Lougen, and to the latter the *Rauma*, issuing from the W. end of the lake, near the church of *Lesjeskogen*, which gives the whole district its name. Close by ($1^1/_2$ hr.'s drive from Lesjeværk) is —

12 Kil. **Mølmen** (2005 ft.; *Inn*, very fair), an angling and shooting resort. The *Storhøi* (6693 ft.), to the N., may be ascended, and back, in 6-8 hrs. The excursion to the *Digervarde*, to the S. (see below), takes a whole day. Ed. O. Mølmen is a certificated guide.

From Mølmen to Skeaker (p. 86); two days of 8 hrs each, trying on foot, as broad torrents have to be forded; horse 12, guide 12 kr. Provisions necessary.

1st Day. The path ascends slowly through birch-wood in the *Grøndal* to the (1 hr.) *Grønsætre* (sæters of *Enstad* and *Mølmen*). We descend to the stream and cross several brooks and stony deposits. After 2 hrs. the path ascends to the left. Scenery bleak and wild. We reach ($4^1/_2$ hrs. from Mølmen) the top of the first hill ('Toppen'). The Romsdal Mts. stand out to the N.W.; N.E. are the Svarthøi and Storhøi, and farther distant the Snehætta snow-range; S.W., the Løfthøi with its great glacier. A ride of 1 hr. to the S., over stony ground, brings us to the second 'Top', the **Digervarde** (5833 ft.), which commands a view of the whole Jotunheim chain, from the Glittertind (p. 67) and Galdhøpig (p. 68) to the Fanaraak (p. 70) and beyond them.

We descend in about 2 hrs., partly over loose stones, to the Nysæter (one double bed; coffee, milk, and bread are the only fare).

2nd Day. In 1 hr. we reach the *Lorafjeld*, then pass several tarns and the W. side of the larger *Fillingsvand*. The broad snow-clad mountain to the left is the *Loms-Horung* (p. 86), the W. end of which we reach in 3 4 hrs. more. To the W. lies the *Aursjø* (3395 ft.; not to be confounded with the lake mentioned at p. 198), with an imposing background. The path next skirts the W. slope of the Horung for 1 hr., in view of the mountain-range on the S. side of the Ottadal: the Lomsegg, the Hestbræpigge, and the Tundredalskirke, etc., with the valley far below.

The descent to the church of Skeaker takes a full hour (ascent 2 hrs.). The vegetation rapidly becomes richer. The path descends to the *Aura*, the discharge of the Aursjø, which forms a fine waterfall. The first gaard on the valley-side is *Bakke*. Among the next is one on the left with a finely carved portal. By the church of *Skeaker* the greenish *Otta* is crossed by a long bridge (splendid view; see p. 86).

Beyond Mølmen, on the right, lies gaard *Einabu*. A 'bautasten', by the road-side, refers to King Olaf, 'the Saint', who is said to have halted at this gaard on his flight in 1029 (p. xli). The road skirts the Rauma further on. The scenery becomes grander. In the distance are the mountains of the *Romsdal*.

13 Kil. *Stueflaaten* (1¾ hr.), and the next stations (10 Kil., pay for 11; 1¼ hr.) *Ormejm*, (11 Kil.; 1¼ hr.) *Flatmark*, (12 Kil.; 1½ hr.) *Horgheim*, and (14 Kil.; 1¾ hr.) *Aandalsnæs*, see pp. 191-188. Beyond Flatmark the route will repay walking.

11. From Domaas in the Gudbrandsdal over the Dovrefjeld to Støren *(Trondhjem)*.

154 Kil. Road, once the chief mountain route between Christiania and Trondhjem, somewhat monotonous, and now off the great arteries of traffic. Two Days, a night being spent at Aune (p. 91). Or from *Otta* (p. 84) to Støren, 210 Kil., Skyds in about three days: 1 pers. 36.80, 2 pers. 55.36 kr.; carr. and pair for 2, 3, or 4 pers 125, 110, 160 kr. Or from *Melde*, in combination with the Romsdal route (p. 198), four days. On the last day, in the evening, by rail from Støren to Trondhjem, see p. 96.

Domaas, see p. 89. The Trondhjem road diverges N. from the Gudbrandsdal, and ascends steeply through moor, bog, and stunted pines, to the **Dovrefjeld,** which separates S. *(Søndenfjeldske)* from N. Norway *(Nordenfjeldske Norge)*. Grand view of the mountains behind us. In about 1 hr. we reach the plateau. The road crosses the *Fogsaa*, an affluent of the Glommen. To the left are great mountain expanses, where the *Driva*, which descends to Sundal, has its sources.

On the *Fogstuhø* (5824 ft.; ascent and back 4 hrs.; view of Jotunheim, Snehættan, and Róndane) are seen three sæters on the right and others to the left. To the N. rise the Hundsjø and Skreda Fjeld, and beyond them the Snehætta (p. 91), with its vast glacier.

10 Kil. (pay for 11 in this direction) **Fogstuen** (3222 ft.; *Heifjelds-Sanatorium*, R. 1¼-3, B. or S. 1, D. 1½-2 kr., good), in a grand solitude, was originally one of the four 'Fjeldstuer', or mountain-huts, founded by King Eystein for the use of travellers in 1120.

The road crosses the Fogsaa and passes several lakes, beyond which the stream is called the *Folda*. On the right are the *Blaahøer*. We pass the *Vardesjø* (2986 ft.); to the right, farther on, are several sæters. The road leaves the valley of the Folda.

21 Kil. **Jerkin** or *Hjerkin* (3091 ft.; *Jerkin's Sanatorium*, frequented in winter by snow-shoers, R. 1½-2, D. 2, B. or S. 1½ kr.), where we join the Foldal road (p. 94). The (1 hr.) *Jerkinshø*, the highest point on the old road (4105 ft.), commands a view of the Kollen, Rondane, and Jotunheim. The Snehætta is visible from a hill to the W. of Jerkinshø, crowned by a 'Varde'.

The Ascent of the Snehætta (and back, from Jerkin 12-14 hrs.; guide 5, horse 8 kr.; provisions necessary) should only be made in settled weather. For 4½-5 hrs. we ride across a rocky and mossy tract, crossing several torrents, to the *Johan Jerkinskytte*, known as *Reinhejen* (about 6070 ft.; 12 beds; key at Jerkin). Lastly 2-3 hrs. over snow and ice. The **Snehætta** (7550 ft.; p. xxxv) was first ascended by *Esmark* at the end of the 18th cent. The extensive view lacks picturesqueness. The chief object of interest is the peculiarly formed mica-slate of which the mountain is composed.

The road soon reaches its highest point (3353 ft.), and then descends to the *Svonaa*, the course of which it follows. Striking view of the Svonaatinder and of the Snehætta, which looks quite near. We cross the boundary between the Stifts of Hamar and Trondhjem, and gradually descend, past the little gaard of *Grønbakken* (on the left), into the valley of the *Driva*, formed by the union of the *Kaldvella* and the Svonaa.

10 Kil. (pay for 13, in opp. direction 14) **Kongsvold** (2982 ft.; *Kongsvold Hejfjelds-Sanatorium*, R. 1¼-3, B. or S. 1, D. 1¼-2 kr., good, but often crowded) is another good starting-point for the Snehætta, and for the ascent of the *Knutshø* (5600 ft.; 3-4 hrs.; similar view), to the N.E., which is botanically interesting.

The road now enters a narrow ravine flanked with huge rocks, through which the Driva careers wildly. Fine Alpine flora.

15 Kil. **Drivstuen** (2231 ft.; good quarters). The valley expands; vegetation becomes richer; first the pine, then the birch, and later barley and potatoes appear. Scenery grand. We pass the mouth of the *Aumots-Elv* on the left. The road follows the right bank of the Driva. About 9 Kil. from Drivstuen, a few paces off the road, is the gorge of *Magalaupet* ('gully'). The road, which has lately been much improved, descends to a fertile zone of the valley.

12 Kil. (pay 17) *Rise* (Inn, R. 1 kr., B. or S. 80 ø., good), near the mouth of the *Vinstra*, coming from the right. The Dovrefjeld ends at —

10 Kil. **Aune** (1775 ft.; good quarters, R. 1½, B. or S. 1¼, D. 2 kr.), also called *Ny-Aune* or *Ny-Øvne*. The route to the Sundal (Christiansund, Molde; R. 29) diverges here from that to Trondhjem. To the W., on the Sundal road, we see the church of *Opdal*, with its pointed spire. The snow-clad hill beyond is the many-peaked *Horn* (p. 199). To the S.E. is the *Allmandbjerg* (4430 ft.).

The Trondhjem road quits the Drivadal, follows the *Byna*, and

crosses the low watershed to the *Orkla*, whose valley it follows. We get a last glimpse of the Snehætta.

14 Kil. *Stuen*, or *Nystuen* (1759 ft.; good quarters). The road descends to the Orkla. We cross the *Gisna*, which here falls into the Orkla, forming a cascade. Then an ascent to —

11 Kil. *Austbjerg* or *Ulsbjerg* (1372 ft.; very good quarters).

From Austbjerg to Tønsæt, 72 Kil., a good road, with fast stations, but poor quarters, forms an interesting route from the Orkladal to the Glommendal. It passes the church of *Inset*, runs high above the *Orkla Ravine*, and crosses the foaming *Naven (Næva)* by a copper-foundry. 11 Kil. *Nøverdal*. The river forms many rapids. 13 Kil. (pay 17, but not in reverse direction) *Frengstad*. We pass the church of *Kvikne*, with substantial gaards (birthplace of B. Bjørnson, the poet), and cross the brawling *Jen-Elv*. The road ascends high on the right bank of this stream to (14 Kil., pay 17) *Steen i Kvikne*. We cross the low watershed to the *Tønnen*, which flows through the Stubsø (right) and enters the Glommen at Tønsæt. — 14 Kil. (pay for 17) *Nytrøen* (good quarters at a large gaard). We cross the Tønnen to (10 Kil., pay 12) *Fosbakken*. On the right is the *Tunfos*, on the left the *Magnilfos*. Fine view of the Østerdalen Mts. — 14 Kil. (pay 17) *Bjørnsmoen i Tønsæt* (p. 94).

We ascend through wood, skirting the deep wooded **Ravine of the Orkla*. Fine views, notably of the snow-mountains to the S.W.

12 Kil. *Bjerkaker* or *Birkaaker* (1401 ft.; Inn) lies on the watershed between the Orkla and the Gula.

From Bjerkaker to Orkedalsøren, 74 Kil., a road with fast stations. The road descends in two curves to the Orkla (781 ft.) and follows its right bank, past several gaards. About ¾ hr.'s drive from Bjerkaker, to the left, lies *Gaard Hoel*, where a famous drinking-horn is still shown, presented by Christian V., out of which Charles XIV. John (Bernadotte), Oscar I., and Charles XV. drank when on their way to be crowned at Trondhjem. Observe the old birch-tree, 10 ft. in circumference. 15 Kil. *Haarstad* (722 ft.), with the church of *Rennebu*. We cross the Orkla. 16 Kil. *Aa* (tolerable quarters). 9 Kil. *Kalstad i Meldalen* (463 ft.), from which a road leads by Garberg and Foseide to Surendalsøren (p. 200). 9 Kil. **Løkken** (*Hot. Orkla*, very fair), with a large copper-mine owned by an English company, terminus of the Orkedalsøren and Thamshavn railway (p. 200).

The road leads through the marshy *Soknedal* and follows the course of the *Igla*, then that of the *Stavilla*, which after its confluence with the *Hauka* takes the name of *Sokna*.

12 Kil. *Garli* or *Garlien* (1145 ft.; good station) lies on a height to the left. Crossing the Igla, the road enters a ravine, in which the *Sokna* has many falls and drives mills ('Kværnhus'). Beyond the church of *Soknedal* (870 ft.) we reach —

10 Kil. (pay for 11, in opp. direction 13) *Præsthus* (702 ft.; good quarters). The road follows the narrow, fir-clad valley of the Sokna, first on the right, then on the left bank. It passes near the church of *Støren* (to the right, on the opposite bank), crosses a hill, and reaches the valley of the *Gula*.

14 Kil. **Støren**, or *Engen i Støren*, railway-station (p. 96).

12. From Christiania to Trondhjem by Railway.

561 Kil. Railway (*Nordbanerne*, starting from the chief station, Pl. F, 4). One through-train daily; in the height of summer a second fast train three times a week, stopping at 14 only out of 75 stations, in 16½ hrs.; fares 51.90 kr. (incl. sleeping-berth), 30 kr. (and 3½ kr. more if berth desired), 19.10 kr. (56 lbs. of luggage free). The ordinary trains have 2nd and 3rd class only (24.60, 15.30 kr.). They stop for the night at (13 hrs.) *Tønsæt*, arriving in Trondhjem next afternoon. In order to secure good rooms at Tønsæt it is advisable to write or telegraph beforehand. Hot meals are provided for express passengers at *Hamar* only (1½ kr.; diners help themselves), for travellers by ordinary train at *Koppang* and at *Singsaas* (same charge). At the other stations sandwiches (10 ø.), beer (25 ø. per ½ bottle), tea, etc. may be had.

Views between Hamar and Rena to the right; thence to Trondhjem to the left. The last part of the journey, beyond Røros, is the finest. Pleasant to go to *Eidsvold* by early train, take steamer to *Hamar*, and there join the express in the afternoon (comp. p. 80).

From Christiania to (126 Kil.) *Hamar*, see pp. 80, 81. Here we alight and go on by the narrow-gauge *Røros Railway* (engage berth). The train ascends through the lonely wooded regions of *Hedemarken*. 131 Kil. *Hjellum;* 135 Kil. *Ilseng;* 139 Kil. *Hørsand* (571 ft.). Fine view of the Skreidfjeld (p. 81), S.W. of Lake Mjøsen. 141 Kil. *Aadalsbrug;* 144 Kil. *Løiten* (758 ft.). We pass the drilling-ground of *Terningmoen*.

158 Kil. **Elverum** (617 ft.; *Rail. Rest.; Central Hot.; St. Olaf's Hot.*, ½ M. from the station, beyond the river, very fair), first station in the *Glommen* valley, which the train ascends to Røros.

The peasantry of *Østerdalen*, the thinly peopled region of the Glommen and its affluents, are among the richest in Norway, some of their forest-estates extending to many square miles. The value of their timber has risen greatly since the completion of the railway. The timber is felled in winter, and floated down the river in summer. Their gaards are comfortably and even luxuriously fitted up, but they still cling proudly to the name of peasant ('Gaardbruger'; sometimes parodied as 'Sofabønder'). The characteristic form of the old houses has been copied in many of the railway-buildings.

164 Kil. *Grundset* (643 ft.); 171 Kil. *Øxna* (666 ft.). Near (184 Kil.) *Aasta* (741 ft.) the train crosses the river of that name.

190 Kil. **Rena** (738 ft.; *Rail. Rest.*), prettily situated on the right bank of the Glommen, not far from the church of *Aamot*, near which are several inns. Near (204 Kil.) *Stenviken* (791 ft.) the train crosses the Glommen by a long bridge, and now follows the E. bank (views to the left). 214 Kil. *Ophus* (801 ft.). The Glommen broadens and forms a lake further on. 224 Kil. *Rasten* (840 ft.); 237 Kil. *Stai* (863 ft.). Fine view of the valley, intersected by the river in many branches.

247 Kil. **Koppang** (1158 ft.; *Rail. Rest.*, D. 1½ kr., good; **Hansen*, 2 min. to the left of the station; *Jernbane Hot.*, opposite

the station; *Koppang Hot.*) lies on a height above the river. To the W., above the forests, rise high mountains, carpeted with yellow lichen (Rhizocarpon geographicum).

The train now runs through wood, high above the Glommen, and crosses two bridges. Fine views to the S. The valley contracts.

272 Kil. **Atna** (1170 ft.; *Fjeldvang's Hotel*, good), on the left (E.) bank of the Glommen. A ferry (10 min. from the station) crosses to *Atneosen* (Skyds-stat.; good quarters), near the mouth of the *Atne-Elv*.

For an Excursion to the Róndane a competent guide is *Ole Pedersen Moen* of Søndre Moen, near Brænden, on the Atnesjø. — From Atneosen a road (with slow stations; horses, as well as dinner at Solligaarden, should be ordered by telephone from Atneosen) ascends the right bank of the Atne-Elv and crosses the *Hira* (3½ Kil.); a road leads to the left to the *Storfjeld-Sæter Sanatorium* (2884 ft.; good; 18 Kil. from Atna). 26 Kil. (from Atna) *Solligaarden*, near the church of *Sollien* (2454 ft.); 23 Kil. *Utti* (good quarters), at the E. end of the *Atne-Sjø* (2330 ft.). Imposing view of the chief peaks of the **Róndane**: the *Høgrond* (6693 ft.), the *Stygfjeld* (6234 ft.), and the *Rundvashøgda* (6890 ft.). These peaks are ascended from the *Musvold-Sæter* (good quarters), which we reach by crossing the lake by boat-skyds (2-4 hrs.) and walking for 1½ hr. more. The *Rondeslot* (7103 ft.), the highest of the Róndane Mts., is ascended (with guide) through the *Langlupdal* and over the Høgrond (5-6 hrs.; steep and trying). — From the Musvold-Sæter a path crosses the hills to the *Bjørnhul-Sæter* (good quarters) and (6-7 hrs.) *Myssu-Sæter*, whence we can reach *Otta* in the Gudbrandsdal in 3-4 hrs. (see p. 84).

285 Kil. **Hanestad** (1254 ft.; *Hotel*). On the opposite bank rises the imposing *Grøttinghratten* (3743 ft.). The train skirts the river, with a view of high hills to the N., and again enters the woods.

304 Kil. *Barkald* (1487 ft.), where the Glommen forms the *Barkaldfos*. To the E. is (3 Kil.) the wild gorge of *Jutulhugget*, whose lowest point lies about 130 ft. below the Glommen. The gorge was formed, according to the legend, by the attempt of a giant to divert the Glommen into the Rendal.

324 Kil. **Lille-Elvedal** (1660 ft.; *Rail. Rest.*; *Steien Hot.*, R. 1.20-4, B. 1, D. 1.50, S. 1.20 kr.; *Dæhlie's Hot.*, commended), at the influx of the *Folda* into the Glommen, which is crossed here.

The Road up the Foldal to Jerkin offers the shortest route from Christiania to the Sundal and Nordmøre: 32 Kil. *Ryhaugen*, with a view of the Rondane; 18 Kil. *Krokhaugen* (good quarters), whence a route leads S. to the *Atnevand* and the *Róndane* (see above); 17 Kil. *Dalen*; splendid view of the Snehætta; 17 Kil. *Jerkin* (p. 91). Thence by Kongsvold, Drivstuen, Rise, and Aune to the *Sundal*, see pp. 91, 92.

The train skirts the base of the *Tronfjeld* (5456 ft.), a mountain of gabbro and serpentine, ascended from Lille-Elvedal (4 hrs.; road nearly all the way). Striking view of it, as we look back. — 337 Kil. *Auma* (1598 ft.). Dreary landscape.

347 Kil. **Tønsæt** (1620 ft.; *Rail. Rest.*; *Jernbane Hot.*; *Schulrud's Hot.*, R. 1 kr.) lies near the influx of the *Tønna* into the Glommen, chiefly on the opposite bank of the latter. It is the centre of the N. Østerdal, formerly in the Stift of Trondhjem. A 'Stave-

kirke', dating from 1210, has disappeared; the present church is modern.

From Tønsæt to *Kvikne* and *Austbjerg*, see p. 92.

To the S.W., on the right of the Tronfjeld, rise the *Róndane* (p. 94).

358 Kil. *Telneset* (1634 ft.). The train ascends more rapidly. Pasturage succeeds arable land. 368 Kil. *Tolgen* (1782 ft.), in a bare region. To the right, the *Hummelfjeld* (5050 ft.). The vegetation becomes quite Alpine.

385 Kil. *Os* (1976 ft.); the village lies on a slope *(Lid)* on the opposite bank. The train crosses the *Nøra* and, beyond an extensive moor, the *Naa*. It stops, and then backs on a side-line into Røros.

399 Kil. **Røros** or *Rørraas* (2060 ft.; halt of 6-10 min.: **Rail. Rest.; Fahlstrøm's Hot.*, near the station, good, R. 1, B. 1, D. 1½ kr.; *Mad. Larsen's Hot.*), a mining town with 1800 inhab., founded in 1646, after the discovery of the copper-mines. It lies on the *Hitter-Elv*, while the Glommen, descending from the Aursund-Sjø, flows round the W. side. The timber houses, roofed with turf, and the large church of 1780 are curious. Vast expanses of turf, bordered with terraces of glacial detritus and large sand-hills, where the dwarf-birch alone thrives, have been converted into pastures by careful manuring. Corn does not ripen, and the forest is gone. Apart from the mines, cattle-breeding is the only industry.

The mines yield about 600 tons of pure copper annually. The chief mines are *Storvarts Grube*, 2937 ft. above the sea-level, 9 Kil. N.E., with 8 per cent of copper; near it, *Ny Solskins Grube;* to the N.W., 14 Kil., *Kongens Grube*, yielding 4 per cent of copper; *Mug Grube*, about 7 Kil. further. The mining is worked by electricity, generated at the *Kuraasfos*, on the Aursund-Vand (see below). The smelting-works are the *Røros Hytte*, the *Dragaas Hytte* at *Aalen*, and the *Lovisa Hytte* at *Lille-Elvedal*.

From Røros we may drive by skyds, by (17 Kil.) *Jensvold* to (18 Kil.) *Skotgaarden* on the *Aursund-Vand*, (2284 ft.; area 17 sq. M.; depth 118 ft.), near which is a camp of nomadic Lapps. — Another skyds-road leads S.E., by (16 Kil.) *Sætern i Røros* and (17 Kil.) *Langen*, to (5 Kil.) *Sønderviken* on the **Fæmund-Sjø** (2175 ft.; 79 sq. M. in area; about 57 Kil. long; 427 ft. deep) on which a steamer plies (com. 508; restaur. on board; hotel at the S. end of the lake). Thence to Sweden, see p. 367.

The train skirts sand-hills and passes the *Storskarv* on the right. 406 Kil. *Nyplads*en (2057 ft.). Heaps of copper ore ('Kobbermalm') generally lie at the station. To the left, farther on, is the copper-coloured site of an old furnace. We cross the foaming Glommen. Beyond (412 Kil.) *Jensvold* (2093 ft.) are great expanses of débris. A stone to the left marks the highest point of the railway (2200 ft.), the watershed between the Glommen and the *Gula*, which descends N. to the Trondhjems-Fjord. We follow the Gula valley to Melhus.

420 Kil. *Tyvold* (2180 ft.), connected by a mineral line with the Kongens Grube (see above). The train descends circuitously on the picturesque slopes of the Guladal. Near (432 Kil.) *Reitan* (1774 ft.) is the *Killingdal Mine*, the copper pyrites of which is brought to the railway by a wire-rope line. On the left are several old gaards. Below lies the church of *Hov*.

442 Kil. **Eidet** (1380 ft.; *Rail. Rest.*); below it a copper-foundry. Picturesque scenery. The train skirts the rocks of *Drøilierne* (seven short tunnels) and crosses the ravine of the *Drøia* by a lofty bridge. In the cuttings we observe first clay-slate, and then granite and gneiss formations. 454 Kil. *Holtaalen* (988 ft.), with a new church. The peasants here wear a red jacket, leathern breeches, and a 'tophue' or peaked woollen cap. We descend the valley of the now tranquil Gula to (463 Kil.) *Langlete* (774 ft.) and (472 Kil.) *Reitstøen* (673 ft.).

480 Kil. **Singsaas** (578 ft.; *Rail. Rest.*), with a bridge over the Gula. Large terraces of débris to the left mark the entrance of the *Forradal*. On the left a fine waterfall. 486 Kil. *Bjørgen* (482 ft.), prettily situated. Three short tunnels. *Kotsøien*, a stopping-place. 499 Kil. *Rognæs* (315 ft.), with a bridge over the Gula. Near Rognæs and Støren was quarried the bluish Klæbersten of which Trondhjem cathedral is built. Nearing Støren, we see to the left the church mentioned on p. 92, at the influx of the *Sokna* into the Gula. We cross the Gula.

510 Kil. **Støren** (210 ft.; *Rail. Rest.; Støren Hot. & Skyds-Stat.*, at the station, R. 2, D. 2 kr.; *Hot. Norge*) is pleasantly situated 2 Kil. below the mouth of the *Sokna*, whose valley the Dovrefjeld road ascends (R. 11). Fine rocky valley, cultivated at places, and partly wooded.

517 Kil. *Hovind* (174 ft.). We again cross the river, which here forms the *Gulefos* on the left and dashes through its narrow bed. To the right is the church of *Horrig*. 524 Kil. *Lundemo* (108 ft.); 530 Kil. *Ler* (79 ft.). The train ascends a little. 534 Kil. *Kvaal* (161 ft.). We descend; views to the left. 538 Kil. *Søberg* (102 ft.). 541 Kil. *Melhus* (76 ft.), with a new stone church (to the right). Many interesting river-terraces. We now leave the Gula, which flows N.W. into the *Gulosen* (p. 200), turn to the N.E., and cross the hill between the Gula and the Nid, which falls into the fjord at Trondhjem. At (546 Kil.) *Nypan* (230 ft.) we get a glimpse of the Orkedalsfjord, and of a distant mountain, snow-clad till August. 551 Kil. *Heimdal* (463 ft.), with several villas of Trondhjemers. — We descend for the last time, passing many gaards. At the stopping-place *Selsbak* we reach the *Nid-Elv*, near the Lerfos (right; p. 205), and then follow its left bank.

Lastly (comp. Map, p. 204) a short tunnel under the suburb of Ilen, beyond which we reach the harbour and station of —

561 Kil. (350 M.) *Trondhjem* (p. 200).

13. From Christiania by Railway to Charlottenberg *(and Stockholm)*.

143 Kil. Express in 3¼ hrs. (fares 12.10, 8.55, 5.70 kr.). One through-train daily between Christiania and Stockholm without change in 12½ hrs. (37.90, 23.85 kr.; 1st class sleeping-berth 10 kr. extra; 2nd class berth (not obligatory; apply to station-master or to the tourist-offices) 5 kr.

From Christiania to (21 Kil.) *Lillestrøm*, see p. 80. The Eidsvold line (p. 80) diverges here to the N.; the Charlottenberg train runs S.E., through less interesting scenery. Lillestrøm lies on the N.W. bay, called *Draget*, of *Lake Øieren* (332 ft.), a long basin of the Glommen.

On *Lake Øieren* or *Øveren* a steamer plies from Fetsund (see below) or, when the water serves, from Lillestrøm to *Sandstangen* (Carlshøi Turist Hot.) at its S. end, in about 3½ hrs. (fare 1½ or 1 kr.).

29 Kil. *Fetsund*, where the train crosses the broad *Glommen*, just above its influx into Lake Øieren, where huge rafts of timber are floated down every spring. The train follows the E. (left) bank of the river, which forms cataracts at places, all the way to Kongsvinger. — 37 Kil. *Sørumsanden*, junction of a narrow-gauge railway to (57 Kil.; 3½ hrs.) *Skullerud* (steamboat to Tistedalen and Fredrikshald, p. 101). 42 Kil. *Blakjer* or *Blaker*; 58 Kil. *Aarnæs* (Rail. Rest.); at *Næs*, to the N., the *Vormen* (p. 61) falls into the Glommen. 67 Kil. *Sæterstøen* (443 ft.); 79 Kil. *Skarnæs* (453 ft.), prettily situated; 87 Kil. *Sander*.

100 Kil. **Kongsvinger** (483 ft.; **Rail. Rest.*, with R.; *Kongsvinger Hot.*; *Victoria*). The little town, with 1600 inhab., lies on the opposite bank of the Glommen, 1¼ M. from the station. The *Fortress* (*Fæstning;* 788 ft.), erected in 1683, was abandoned in accordance with the Convention of Karlstad (1905). Fine view.

From Kongsvinger a branch-line ('Solørbane'; 50 Kil., in 1½-2½ hrs.) runs to *Flisen*, at the mouth of a tributary of the Glommen.

The railway turns S.E. and quits the Glommen. The *Vingersø* (476 ft.) and the long lakes near Aabogen and elsewhere are basins of an old bed of the Glommen.

112 Kil. *Aabogen*. 122 Kil. *Eidsskog*, 127 Kil. *Skotterud*, 133 Kil. *Magnor*, all with large timber-yards, the last also with glass, iron, and other works. Beyond Magnor the train quits the district of *Vinger*, in which Kongsvinger lies, and crosses the Swedish frontier.

143 Kil. (89 M.) *Charlottenberg*, the first station in Sweden, and thence to Stockholm, see R. 49.

14. From Christiania to Gotenburg by Railway.

357 Kil. Railway. From Christiania to *Kornsjø*, in 4-5 hrs.; thence to *Gotenburg* in 4-6 hrs. more (fares to Fredrikshald 11.65, 8.25, 5.50 kr.; thence to Gotenburg 17.90, 11.10, 7.35 kr.). From Christiania to Gotenburg one through day-express in 8 hrs. (fares 28.90, 18.80, 12.50 kr.; also a night-express (going on to Helsingborg) in 11½ hrs. (sleeping-berth extra). Few restaurants on the line.

The journey itself is uninteresting, but *Sarpsborg*, *Fredrikshald*, and *Trollhättan* are well worth seeing, and one night may be spent on the way if necessary. Steamers run daily from Moss, Fredrikstad, and Fredrikshald to Gotenburg. In the reverse direction better leave the railway at Moss and take a local steamer up the beautiful fjord to Christiania.

Christiania, see p. 8. (As far as Moss. comp. Map, p. 20.) The train rounds the suburb of *Oslo* and skirts the *Ekeberg* (p. 18), affording us a fine view of the city. From (4 Kil.) *Bækkelaget* we survey the islands and villas of the *Ormsund*. The train skirts the *Bundefjord*, and passes many country-houses. 8 Kil. *Ljan* (Pension Hammer). The train ascends to (18 Kil.) *Oppegaard* (318 ft.). To the right is the peninsula of *Næsodden*. 24 Kil. **Ski** (420 ft.; *Rail. Rest.*), junction of the Østre line (p. 100).

Near (32 Kil.) *Aas* is an agricultural school. 39 Kil. *Vestby*; 48 Kil. *Saaner*, station for *Saan*, a sea-bathing place. The train now descends to the fjord and skirts the *Mossesund*.

60 Kil. **Moss** *(Rail. Rest.; Arnesen's Hot.*, 10 min. from the rail. station, R. 2-2½, B. or S. 1½ kr.; *Moss's Hot.*; both good; British Consul, *J. H. Vogt*), a thriving town of 9000 inhab., with busy shipbuilding yards, lies on a bay of the Christiania Fjord. The station is on the S. side, 7 min. from the steamboat-pier. Opposite the church is an old churchyard, with tombstones of the 18th cent., now a promenade. On the *Hjellø*, to which a bridge crosses, are several villas. the *Jelsens Sanatorium*, and the orphanage of *Orkerød*.

From Christiania to Moss steamers several times daily, in 3-4 hrs. (Com. 168, 169, 171, etc.). The first part of their course lies between the Hjellø and the mainland.

From Moss to Horten (p. 8) on the opposite bank of the Fjord, steamer 4 times daily in ¾ hr. (80 or 50 *ø.*).

Next stations: *Dilling*, *Rygge*, *Ruade*, *Onsø*. The train crosses the *Kjølbergs-Elv*, and passes through a tunnel.

94 Kil. **Fredrikstad.** — **Hotels.** Olsen's Hotel, some way from the station, R. 1½-4 kr., B. 2, S. 1½ kr.; Schulz's Hot., near the pier, R. 2-3½, B. 2, S. 1½ kr.; both good, with baths; Victoria. — Steamer to Christiania daily. — British Vice-Consul, *C. J. O. Thiis.*

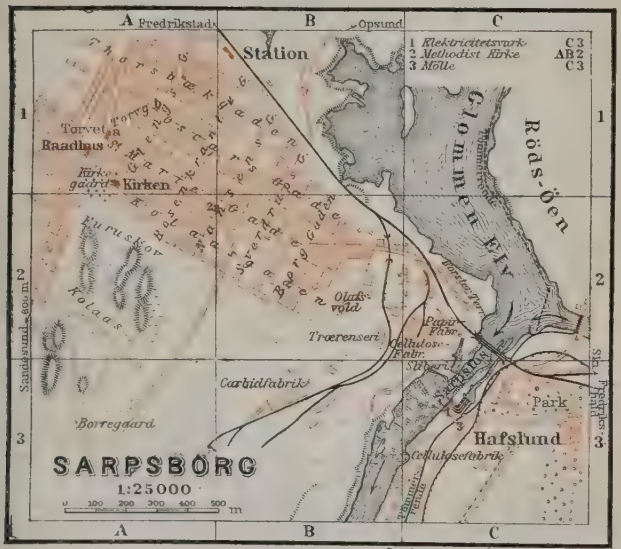
Fredrikstad, a town with 15,250 inhab., on the Christiania Fjord, at the mouth of the *Glommen*, owes its importance to its timber-trade. The busiest quarter is the *Forstad*, on the right bank of the river, with the railway-station, a large new church, a theatre, and the 'Forlystelsehus Valhalla', a popular resort. The old town on the left bank, founded by King Frederick II. in 1570, was once strongly fortified. A steam-ferry plies between these two quarters.

About 7 Kil. E. of Fredrikstad, and 6 Kil. S. of Sandesund (p. 99), lies *Torsøkilen* or *Hundebunden*, a sea-bathing place. — To the W. of Fredrikstad lies (10-11 Kil.) the island of *Hankø* (p. 7).

Beyond Fredrikstad, on the left, are curiously worn rocks. Fine views of the broad river. The train crosses an arm of the Glommen. The banks are covered with factories, timber-yards, and brick fields. 103 Kil. *Greaker*. Thriving gaards. The train quits the

Glommen. 106 Kil. *Sandesund*, station for the S. port of Sarpsborg, with the quay of the Fredrikshald steamers.

109 Kil. **Sarpsborg** (125 ft.; *Hot. Kristiansen*, Pl. a, in the Torv, good; *Victoria*, Pl. b, plain; carr. to Sarpsfos and back in 1 hr., 1.20 kr.), a town of 9200 inhab., on the left bank of the *Glommen*, was founded in 1840 on the site of a town destroyed in 1567. To the N. of the town the river forms the lake of *Glengshølen*,



and to the S.E. the huge **Sarpsfos*. More than one-third of all the timber exported from Norway is floated seaward on the Glommen (upwards of 5 million logs annually; comp. p. 21).

We walk through the town, of which the principal street is the Marie-Gade, and (¼ hr. from the station) reach the *Suspension Bridge* (Pl. C, 2). The immense volume of water forces its way here through a rocky bed about 164 ft. only in breadth, through which it thunders in several falls, in all about 80 ft. in height. The falls (over 50,000 horse-power, in turbines of 1200-3000) are utilized for a number of saw-mills, celluloid, and other factories, most of them at *Hafslund* on the left bank. Here too is an electric power-station, serving factories all the way to Fredrikstad. Just beyond the bridge we descend 200 paces to the right, pass the red

turbine-house, and reach a platform of masonry directly over the fall, the best point of view.

From Sarpsborg to Ski, by the *Østre Bane*, 81 Kil., uninteresting. The line crosses the Glommen by the suspension-bridge, and then skirts the *Nipen*. 8 Kil. *Ise;* 20 Kil. *Gautestad;* 26 Kil. *Rakkestad;* 36 Kil. *Eidsberg* (499 ft.); 41 Kil *Mysen;* 46 Kil. *Slitu*. At (52 Kil.) **Askim** (394 ft.) are nickel-mines and the great *Glommen Electric Works*, which utilize four falls of the Glommen at *Kykkolsrud* and *Hverve*, one of the largest works of the kind in Europe (60,000 horse-power, supplying even Christiania). The train then crosses the broad Glommen. 60 Kil. *Spydeberg* (351 ft.); 63 Kil. *Tomter;* 75 Kil. *Kraakstad* (305 ft.); 81 Kil. *Ski* (p. 98).

The train crosses the Glommen by a lofty bridge, borne by the four piers of the suspension-bridge above mentioned, and overlooking the Sarpsfos to the right. 119 Kil. *Skjeberg* (128 ft.), in a marshy hollow; 131 Kil. *Berg* (230 ft.). Woods and patches of arable land ('Smaa-Lene') alternate with marsh and meadow. Farther on we reach the *Idefjord*, and obtain a view of the *Bratø*. On the fjord are large marble-polishing works, the marble for which comes from Fuske, near Bodø (p. 220). Several tunnels. The train passes between the fjord on the right and a rocky height on the left, and crosses the *Tistedals-Elv*.

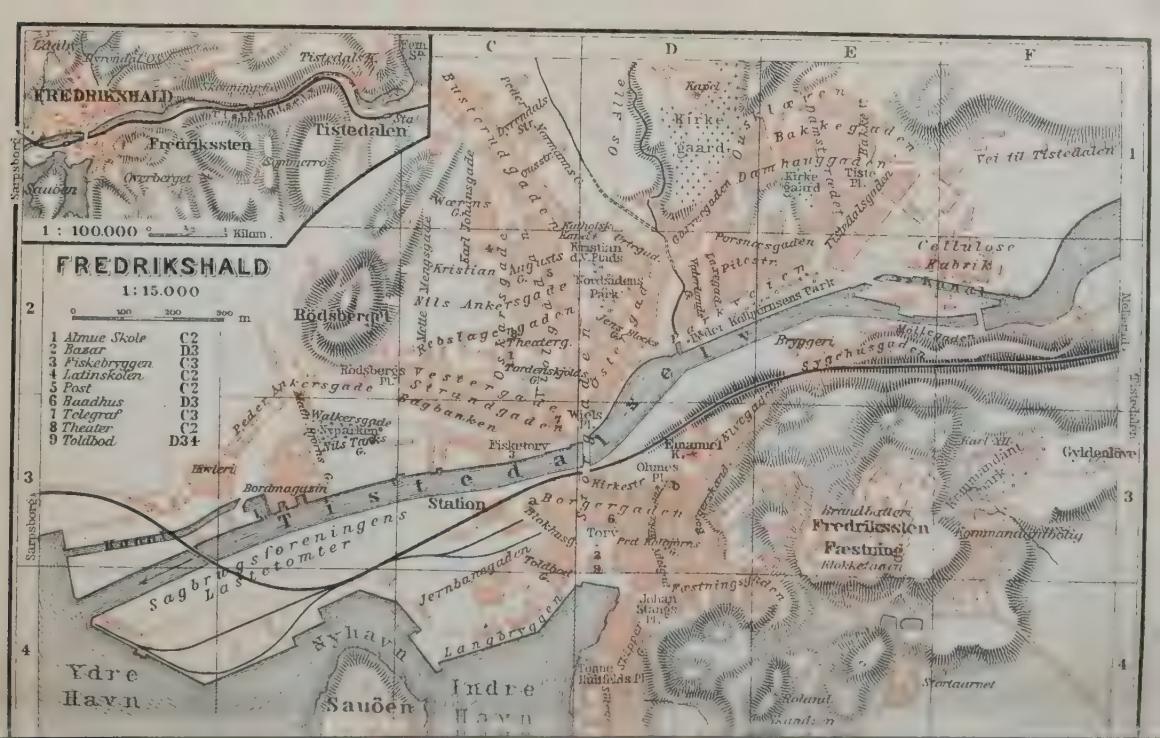
137 Kil. **Fredrikshald.** — *Rail. Rest.* — Grand Hotel (Pl. a; C, 3), by the station with baths and electric light, good, R. 2-3, B. 1-1½, D. 2-3, S. 1½-2 kr.; Schulz's Hotel (Pl. b; D, 3), Kirke-Gaden, with electric light, R. 2¼-3½ kr., B. 80 ø., D. (2 p.m.) 2, S. 1½ kr., quiet, with garden; Iversen's Hotel, Jernbane-Gaden, R. 1-2, B. 60 ø. to 1, D. (2 p.m.) 1½-2, S. 80 ø. to 1 kr.

Steamers to Strömstad (p. 103; Com. 110) once or twice daily (fare 1½ or 1 kr.); to Hankø and Christiania, see p. 101; from Tistedalen to Skullerud, see p. 101. — British Vice-Consul, *J. W. Klein.*

The ascent of the Fredrikssten (and back) takes 1½ hr. (carr. 3 kr.), or, including the excursion to the Tistedal, 3 hrs. (carr. 7 kr.).

Fredrikshald, an ancient Norwegian frontier-town, which was bravely defended against the Swedes in 1658-60, in 1716, and in 1718, lies on both banks of the *Tistedals-Elv*, which here enters the *Idefjord*. On the S.E. rises the disused fortress of *Fredrikssten*. It now has 12,270 inhab. and is one of the centres of the timber traffic of E. Norway and the adjoining parts of Sweden. Over a million logs are collected here annually.

A walk along the harbour (Pl. C, 4) affords a fine view of the Fredrikssten and the wooded islet of Sauø (p. 101). In the market-place (Torvet; Pl. D, 3) rises a simple monument to the brothers *Kolbjørnsen*, who distinguished themselves at the siege of 1716. The old castle of *Fredrikssten (Pl. E, 3, 4; 371 ft.), crowning a hill to the S.E. of the town, abandoned as a fortress since the treaty of Karlstad (1905), repays a visit. We ascend from the Peder Kolbjørnsens-Gade, either direct by a steep path to the left to the W. gate, or to the right, by the promenades to the S., to the E. gate. The best points of view are the *Brand-Batteri*, to the left of the entrance by the W. gate, and the *Klokketaarn*, the highest point, to which a path in steps ascends S.W. from the E. gate. —


FREDRIKSHALD
Tistedalen
Fredriksten
Sauøen
1 : 100.000
Kilom.
FREDRIKSHALD
1:15.000
0 100 200 300 m
1 Almue Skole C2
2 Basar D3
3 Fiskerbryggen C3
4 Latinskolen C2
5 Post C2
6 Baadhus D3
7 Telegraf C3
8 Theater C2
9 Toldbod D34
Rødsberget
Kirke gaard
Bakkegaarden
Damhaugaden
Vei til Tistedalen
Cellulose Fabrik
Bryggeri
Tistedalen
Fredriksstens Festning
Brandstøers Kommandantbolig
Ydre Havn
Indre Havn
Sauøen
Nylavn
Tistedalen Station
Sagbrugsforeningens Lagertomter
Bordmagasin
Fiskerie
Fiskebanken
Fiskestorv
Torv
Ohmes Pl.
Kirkestr.
Borggaden
Jernbanegaden
Langbrygden
Strandgaden
Walkersgade
Nils Tordsens G.
Peder Ankersgade
Nils Ankersgade
Kristian Augusts G.
Kristian Pauls Park
Theaterg.
Rødsbergs Pl.
Wøhlers Pl.
Johan Stangs Pl.
Hans Rollefsens Pl.
Fredr. Kongens Pl.
Klokkestabben
Klokkestaben
Fortaurnet
Rolandt
Gyldenløve
Karl XII.
Vei til Tistedalen
Tistedalsgaden
Porsmosgaden
Kirkegaden
Kirkegaarden
Kirke Gaard Pl.
Wærns Gade
Karl Johansgade
Bustrilgade
Os Allé
Kirkeveien
Pitestr.
Peder Kaasens Park
Kirkeveien
Sygehusgade
Mølleveien
Tistedalen
Nøtterøvei
Sarpsborg
Sarpsborg
Sta
Tom
Sa
Kapel
Kirke
Tiste Pl.
Kirkeveien
Kirkeveien
Kirkeveien

Outside the E. gate, going E., past the memorial-stones of former commandants, we come to a road to the left, leading through a wooden gate into the *Kommandant-Park* (Pl. F, 3; the road to the right leads to the Tistedal and also down to the town). An iron pyramid erected here in 1860 recalls the death of *Charles XII. of Sweden* on 11th Dec., 1718 (p. li). A stone ball with a cross, a little to the S., marks the spot where the heroic monarch was shot. The trench in which he stood at the time is also traceable. The inscription on the monument is by Tegnér, to the effect that the hero, 'alike in fortune and misfortune, was the master of his fate, and, unable to flinch, could but fall at his post'.

'His fall was destined to a barren strand,
'A petty fortress, and a dubious hand;
'He left the name at which the world grew pale,
'To point a moral or adorn a tale'. *(Sam. Johnson.)*

Farther E. is the outwork of *Gyldenløve* (Pl. F, 3); to the S. is the *Roland Bastion* (Pl. E, 4). Pleasant promenades.

Leaving the Park by the S.E. exit, we reach the Tistedal road a little below the bifurcation mentioned above, and descend in 5 min. to a broader road, leading to Id. We turn to the left, and after 5 min. diverge to the right. (A finger-post on the left shows the way to the *Skonningfos*.) After 9 min. (not to the left across the Tistedals-Elv) we go straight on, ascending on the left bank. After 20 min., by the houses of **Tistedalen**, we descend to the left and cross the bridge (while the main road goes on to the Tistedalen station). The brawling stream, in its narrow rocky bed, is much utilized industrially. By the highest houses, 7 min. beyond the bridge, we have a view of the Femsjø (see below). We now pass by the church of Tistedalen and descend on the right to (¾ hr.) Kolbjørnsen's Park (Pl. D, E, 2) and Fredrikshald.

Time permitting, we may ferry (10 ø.) to the **Saugø** (Pl. B, C, 4) and walk through a narrow valley to the other side of the islet (10 min.). Fine view of the fjord with Bratø and the Swedish coast. The grounds of Villa Rød (*Rødsberget;* Pl. B, 2; adm. free) may also be visited.

From Fredrikshald to Christiania steamer daily, in 7½-11 hrs. (fare 1½ or 3 kr.; Com. 172, 176). We steer through the *Svinesund* into the broad *Single Fjord*, between the *Hvaleer* on the left and the *Singeleer* on the right, then past the *Kragerø* on the left into the picturesque bay of *Fredrikstad* (p. 98); next round the N. end of the Kragerø, past the beacon of *Torgauten*, and round the S. cape of the mainland to *Hankø*, etc. (comp. p. 7).

From Tistedalen (see above) a steamer plies thrice weekly to *Skullerud* (p. 97) in 9½ hrs., a pleasant trip.

On leaving Fredrikshald, we have a view of the pretty *Tistedal*, with its waterfalls, factories, and villas. The train quits the valley by a short tunnel at (140 Kil.) *Tistedalen* (269 ft), and runs on an ancient moraine.

Further on we have a fine view, to the left, of the *Femsjø* (256 ft.), 6½ Kil. long, which is connected with the *Aspern* (340 ft.), the *Aremarks-Sjø*, the *Ødemarks-Sjø*, and the *Ørje-Sjø* (384 ft.) by canals for the timber-traffic. (Steamer to Skullerud, see above.)

The fortress of Fredrikssten is visible to the W. for a short time. Several tunnels. Glimpse (right) of part of the fjord of Fredrikshald. Beyond (150 Kil.) *Aspedammen* (564 ft.: the highest

point on the line) we see the *Ørsjø* to the left. Large timber-yards are passed near (159 Kil.) *Præstebakke*, beyond which we enter thick wood.

167 Kil. **Kornsjø** (476 ft.; *Hotel*) is the last Norwegian station. (Customs-examination, comp. p. xi.)

The line crosses the Swedish frontier. Small articles of luggage are examined by custom-house officers in the train. 178 Kil. **Mon** *(Rail. Rest.)*, Swedish custom-house, except for luggage booked to Gothenburg. 186 Kil. *Hökedalen.*

189 Kil. **Ed** (**Rail. Rest.*, D. $1^1/_2$ kr.; *Turist-Hot. Karl XII.*, R. $1^1/_4$-$1^3/_4$ kr.), prettily situated above the lake *Stora Lee* (branch-line, $1^3/_4$ M.; steamer on the lake 3 times weekly to *Töcksfors* at its N. end, in $6^1/_4$ hrs.). By the station is a monument to *Nils Ericson*, the engineer (p. 284). A few paces farther on we have a fine view of the lake.

Beyond Ed is a forest-region. At (207 Kil.) *Bäckefors* (Hotel) we cross the line from Uddevalla to Bengtsfors (p. 104). Beyond a tunnel we pass the *Tåkersjö* on the right. 217 Kil. *Dalskog.* Farther on, to the left, we sight *Lake Venern* in the distance. 224 Kil. *Rostock*, a small chalybeate bath.

233 Kil. *Mellerud* (Rail. Rest.), junction of the Gotenburg and Falun Railway (R. 56) and of a line to (3 Kil.) *Sunnanå* on Lake Venern. — From Mellerud to —

356 Kil. *Gotenburg*, see RR. 44, 56.

15. From Christiania to Gotenburg by Sea.

325 Kil. Steamboats ('Oscar Dickson' and 'Göteborg', both rather small; Com. 44, 40; Kom. 400) four times weekly in 16-19 hrs. (fare 16 kr.), calling at *Strömstad*, *Hafstensund*, *Grebbestad*, *Fjellbacka*, *Tångenl*, *Lysekil*, and *Marstrand*, mostly within the island-belt ('indenskjærs', Swed. 'inomskärs'); but the sea is often rough in the open Skager-Rack, as we near Strömstad. Travellers in the reverse direction arrive after dark and so miss the beautiful approach to Christiania. Hurried travellers may get their baggage examined on board and land at once, but most passengers spend the night on board and attend the examination at 8 a.m. next day. — The larger steamers 'Birger Jarl' and 'Södra Sverige', plying between Christiania and Stockholm once weekly, may be taken as far as Gothenburg, but they steer direct through the open sea.

Local steamers also ply between Gotenburg (Stenbro; Pl. 1, 2) and *Marstrand* several times daily (2 hrs.; fare 1.75 kr.), and once daily to *Uddevalla* ($5^1/_2$ hrs.; 4 kr.; Com. 397. 398). Passengers from Christiania may prefer to land at Strömstad and go on by rail to Gothenburg (Tingstad station) in $5^1/_2$-6 hrs.; the chief stations are *Tanum* (p. 103), *Munkedal*, *Uddevalla*, *Lyngskile* (with sea-baths), *Stenungsund* (opposite the sea-baths of Stenungsö), and *Säfve*.

The voyage through the Swedish island-belt ('skärgård') is interesting, though the scenery can hardly be called picturesque. Thousands of islands, either barren or clothed with scanty vegetation on their E. side, intercept the waves of the *Kattegat* and *Skager-Rack*, and hence the sea is calm. The climate is he[illegible]thy,

the sea-bathing places are much frequented, and the water is salter and purer than in the long Norwegian fjords. The inhabitants are chiefly fishermen, sometimes wealthy, descending from the ancient vikings, who have left memorials of their exploits in the 'Helleristningar' (see below) still to be seen in the parish of *Tanum* near *Grebbestad*, at *Brastad* near *Lysekil*, and elsewhere. At many points there are remains of ancient castles, tombs, stone chambers ('valar'), and monuments ('bautastenar'), so that this region *(Bohuslän)* is justly regarded as a cradle of northern sagas. The cod, herring, lobster, and oyster fisheries are important. Windmills crown almost every height.

The *Christiania Fjord down to *Moss* is described in R. 1. Below Moss the fjord widens, and the scenery becomes less interesting. At the mouth of the fjord we stand out to sea, to the W. of the *Hvaløer*, leaving *Fredrikstad* (p. 98) and *Fredrikshald* (p. 100) considerably to the E., and steer direct to —

Strömstad *(Stads-Hot.; Hot. Hellberg; Hot. Victoria)*, the first Swedish station, a favourite watering-place (pop. 3000; mud and sea baths), at the efflux of the *Strömså* from the *Strömsvatn*. In the environs are many caverns and glacier cauldrons. Strömstad is a great depôt of oysters and lobsters. At *Blomsholm*, $4^1/_2$ M. N.W., is a 'stensättning' (standing stones; comp p. 271) in the form of a ship. — Local steamers to Fredrikshald (p. 101).

Beyond Strömstad we steer, now sheltered by the island-belt, through the narrow *Hafstensund*, past the *Nordkosters Dubbelfyr* (lighthouse) on the right, and then S.E. through the *Kosterfjord*. Near **Grebbestad,** a fishing-village and bathing-resort, is the battle-field of *Greby*, with numerous 'bautastenar', legendary memorials of a defeat of Scottish invaders. Note specially a labyrinthine 'stensättning'. This parish, with the church of *Tanum* 6 Kil. inland, is rich in 'Helleristningar' or 'sgraffiti', figures of men and animals, ships and symbols, scratched on the rocks in prehistoric days.

Fjellbacka, the next station, with 900 inhab., a large church, and a brisk trade in anchovies, lies at the foot of a cliff. In the rock is the *Rammelklåva* or *Djefvulsklåva*, a narrow cleft, near the top of which large stones are wedged in. To the W. are the *Väderöar* and the *Väderbodsfyr*. We now enter the *Sotefjord*, swept by the waves of the Skager-Rack. On the peninsula of *Sotenäs*, to the left, are the fishing-villages *Smögen*, *Grafverna*, and *Tången*. We next pass the *Hallö Fyr* and the *Malmö*, with quarries of brown-red granite. Steering S.E., we then call at —

Lysekil *(Strand-Hot.* and *Turist-Hot.*, R. 1.75 to 3.25 kr.; *Stads-Hot.; Hot. Lysekil)*, a favourite bathing-place (3800 inhab.), with a trade in anchovies and a handsome Gothic church, finely situated on the long peninsula of *Stångenäs*, which with the *Bokenäs* forms the *Gullmarsfjord*, extending far inland. Good bathing; pleasant villas. Extensive view from the *Flaggberg*.

The Gotenburg steamers follow the outer course ('ytre vägen'), still partly sheltered by islands, to the W. of the islands of Orust and Tjörn. To the left lies *Fiskebäckskil*, a bathing-resort with a biological station of the Stockholm Academy of Sciences. Farther on are the fishing-villages of *Gåsö* (right), *Grundsund* (left), and *Gullholmen* on the *Hermanö* (right). We pass the *Måseskär* and the *Kärringö*, with their lighthouses, and sight the red houses and the church of *Mollösund*, on the island of Orust. The larger steamers now pass through the *Kirkesund*, the smaller through the shallow *Albrektssund*. Among the lighthouses and beacons we next observe the *Hamnskärs Fyr*, on the left, on the dangerous *Paternoster Skär*, to the N. of Marstrand.

Local steamers only (from Lysekil and Marstrand) ply to Uddevalla, at the head of the *Byfjord*, the N.E. prolongation of the *Hafstenfjord*.

Uddevalla *(Stora Hot.*, R. from 1½ kr., very good; *Uddevalla Hot.; Hot. Royal)*, a town of 11,450 inhab., has a cotton-mill and a small museum of antiquities. Fine view from the *Kålygårdsberg*. The *Kapellbackar* (197 ft.), W. of Uddevalla, are composed of innumerable shells, proving a great elevation of the coast since the glacial period. A little S. is the pretty bathing-place of *Gustafsberg* (steamer every ½ hr. in 10 min.).

Railways from Uddevalla to *Gotenburg* (Tingstad station) and *Strömstad* (p. 103); also by *Bäckefors* (p. 102) to *Bengtsfors* on the Dalslands-Canal (p. 287), 89 Kil. in 4½ hrs.; also by *Öxnered* (p. 286; 23 Kil., in 50 min.) to Venersborg and Herrljunga (p. 286). — Local Steamers to *Fiskebäckskil*, *Lysekil* (p. 103), and other small sea-bathing resorts. (Comp. Kom. 398.)

Marstrand *(Turist-Hotel; Stads-Hotel)*, a little town with 1530 inhab., on the E. side of a small island, is visited by about 3000 sea-bathers annually. Handsome church of St. Mary, of 1460. Pleasant walks round the town. In the Societets-Park is the *Alphyddan*, a good restaurant (board from 2½ kr.). The town is commanded by the disused fortress of *Karlstén* (view; fee). To the N. is the *Koö*, with the bathing-place of *Arvidsvik*.

Farther on we pass through the *Sillesund* and the *Sälöfjord*. To the left opens the *Elvefjord*, into which the N. arm of the Göta-Elf falls. We then pass (left) the large island of *Björkö*, a sea-bathing resort. From the *Kalfsund* we enter the narrow *Varholmens-Sund*, and beyond *Elfsborg*, once a fortress, we reach the mouth of the *Göta-Elf*, which we ascend in ½ hr. more to —

Gotenburg (p. 278).

WESTERN NORWAY.

(As far as Trondhjem.)

Route		Page
16.	From Christiansand to Stavanger by Sea	107
	The Stavanger Fjord	110
	a. The Lysefjord	110
	b. The Sandsfjord, Hylsfjord, and Saudefjord	111
	c. The Sandeidfjord	113
17.	From the Stavanger Fjord by the Suldalsvand to Odde on the Hardanger Fjord	113
18.	From Stavanger to Bergen by Sea	115
19.	The Hardanger Fjórd	118
	a. Western Hardanger Fjord, to the Mauranger Fjord. Ascent of the Folgefond from Sundal	119
	b. Central Hardanger Fjord, E. to Eide	120
	c. The Sørfjord. Excursions from Odde	122
	d. The Eidfjord. Excursions from Vik and Ulvik	127
20.	Bergen	130
21.	From Bergen by Vossevangen to Myrdal (Gulsvik, Christiania); to the Hardanger Fjord: to the Sognefjord	137
	From Trengereid or from Vossevangen to the Hardanger Fjord (Norheimsund, Eide, Ulvik)	141
	From Vossevangen or from Myrdal to the Sognefjord (Gudvangen, Aurland)	142
22.	The Sognefjord	144
	a. W. Sognefjord, to Balholm and the Fjærlandsfjord	145
	From Balholm to Sande i Holmedal	147
	From Fjærland by the Veitestrandsskar to Hafslo and Solvorn	148
	From Fjærland over the Jostedalsbræ to Jølster	149
	b. From Balholm to Gudvangen. Aurlandsfjord and Nærøfjord	149
	From Sogndal to Solvorn; to Fjærland	150
	Upper Aurlandsfjord and Flaamsdal Road	152
	From Aurland to Tønjum in the Lærdal	152
	c. From Balholm or from Gudvangen to Lærdalsøren	153
	From Amble to Sogndal	153
	d. Aardalsfjord and Lysterfjord	154
	From Solvorn to Hillestad	155
	From Hillestad to Nordre Næs. Austerdalsbræ	155
	From Marifjæren to Sogndal	155
	From Skjolden to the Mørkerejdsdal. Fjeldsli-Sæter	156
	From Marifjæren to the Jostedal	157
	From Faaberg over the Jostedalsbræ to the Nordfjord	158

Route		Page
23.	From Bergen to Aalesund and Molde by Sea	159
24.	From the Sognefjord to the Nordfjord	161
	Dalsfjord. Førdefjord	162, 163
	From Mo to Grøning and Søknesand	163
	From Klagegg to Aamot; over the Jostedalsbræ to Olden	164
25.	The Nordfjord. Oldendal, Loendal, Strynsdal	165
	From Nordfjordeid to Volden	166
	Skjærdal. Gjegnabræ	167
	From Loen over the Skaala to the Bødal	170
	From Hjelle to the Sundal. The Erdal; over the Jostedalsbræ to Faaberg in the Jostedal	172
26.	From the Nordfjord to Aalesund and Molde	173
	a. From the Strynsvand to Grotlid and Marok	173
	From Skaare to the Djupvashytte	173
	From Grotlid to the Tafjord	174
	b. From Faleide or Visnæs by Grodaas to Hellesylt and Marok	176
	From Hellesylt to the Strynsvand	177
	Excursions from Marok	178
	c. From Hellesylt through the Norangdal and by the Jørundfjord to Aalesund	179
	Excursions from Fibelstad-Haugen and from Øie	179, 180
	From Bjerke to Førde on the Østefjord	181
	d. From Marok and Hellesylt by Sjøholt to Aalesund or Molde	182
	From Sylte over the Stegafjeld to the Romsdal	182
	From Aalesund to Ørstenvik and the Jørundfjord	185
27.	Molde and the Moldefjord	186
	a. Excursion to the Romsdal	187
	From Aandalsnæs to the Eikisdalsvand	189
	From Stuefloten to the Eikisdalsvand and to the Nordalsfjord	191
	b. Excursion to the Eikisdal	191
	From Alfarnæs to Aandalsnæs in the Romsdal	192
	From Ejdsvaag to Ejdsøren on the Sundalsfjord	192
	From Øveraas to the Øksendal	193
	From Rejtan to Ormejm	194
28.	From Molde to Trondhjem. — a. Direct Sea Route	194
	b. By Land to Battenfjordsøren, and thence by Sea, by Christianssund	196
	c. By Land through the Sundal	197
	From Opdøl to the Inderdal	198
	From Sundalsøren through the Lilledal to the Aursjø Hytte and Holaaker in the Gudbrandsdal	198
	d. By Land by Angvik and Ørkedal	199
29.	Trondhjem and its Fjord	200
	Railway to Storlien (Östersund, Stockholm)	206
	Railway to Sunnan. Snaasenvand, Fiskumfos	207

16. From Christiansand to Stavanger by Sea.

The distance from Christiansand to Stavanger is officially stated at 32 Norwegian sea-miles (206 Kil. or 128 Engl. M.), but the course of the steamer, penetrating into many fjords, is considerably longer. The distances are here given in sea-miles (S.M., about $4^2/_5$ Engl. M.) from station to station. Steamboats, of different companies, ply daily in 17-20 hrs. (fares 13 or 8 kr.; to Bergen, 22 or 13 kr. 75 ø.). When the sea is rough, we may land at Flekkefjord and go on to Stavanger by railway, for which the steamboat ticket is available.

From the Large Steamers, which call at few stations, the coast is imperfectly seen, but the Flekkefjord and some other points are striking. The vessel's course is at places protected by islands *(Skjær)*, but is often in the open sea, particularly off Cape Lindesnæs, the coast of Listerland, and Jæderen. The Local Steamers are much slower and call at many small stations, but they afford a good view of the interesting coast. The fjords are continued inland by narrow and deep valleys, ascending to the great table-lands of the Fjeld. The inhabitants of these valleys, the *Oplandsfolk*, are mostly engaged in cattle-rearing. Each valley forms a little world of its own, with peculiar character, dialect, and customs. The *Kystfolk*, or the coast-dwellers, are much engaged in the export of mackerel and lobsters to England.

Christiansand, see p. 2. — The first station of the mail-steamers is ($2^1/_2$ hrs.) Mandal. On *Ryvingen*, an outlying islet 7 Kil. to the S., the first land sighted as we approach Norway from the S., is a lighthouse, with electric light equal to 34 million candles, visible for many miles around, and one of the strongest in the world.

6 S.M. **Mandal** (*Hot. Victoria*, *Andresen's Hot.*, both plain; British Vice-Consul, *T. F. Anderson*), the southernmost town in Norway, with 3700 inhab., consisting of *Mandal*, *Malmø*, and *Kleven* (with the harbour), lies partly on rocky islands, at the mouth of the *Mandals-Elv*. Pleasant excursion up the valley of the Mandals-Elv, by (45 Kil.) *Trygsland*, to the (100 Kil.) *Aaserals Turist-Hotel & Sanatorium* (1150 ft.; R. $1^1/_2$-2, board 4 kr.; Engl. spoken), on the *Loyavand*, which affords good trout-fishing. It may also be reached from Christiansand by Hornnes (p. 4).

Beyond Mandal we pass the mouth of the *Undals-Elv* and the conspicuous lighthouse on **Cape Lindesnæs** (formerly *Lindandisnæs*, Engl. *Naze*), 160 ft. in height. This cape, the S. extremity of the Norwegian mainland, has since 1650 been marked by a beacon-light (the earliest in Norway). It marks the boundary between *Søndenfjeldske Norge* and *Vestenfjeldske Norge*, which extends to the promontory of Stadtland (p. 160). In $2^1/_2$ hrs. more we reach —

6 S.M. **Farsund** *(Hamre's Hot.)*, a small seaport with 1800 inhab., burned down in 1901, at the mouth of a fjord running inland in three long arms, into the eastmost of which falls the *Lyngdals-Elv*. — The steamboat now steers N., past the lighthouse of *Lister*, and then past the mouth of the *Feddefjord*. Steaming up the *Flekkefjord*, we next call at ($2^1/_2$ hrs.) —

6 S.M. **Flekkefjord** (*Moy's Hot.*, 5 min. from the pier, R. $1^1/_2$-2, B. or S. 1-$1^1/_2$, D. 2 kr., very fair; *Wahl's Hot.*, well spoken of; British Vice-Consul, *J. P. M. Eyde*), a prettily situated little town

of 2000 inhab., with a good harbour and pleasant public grounds. The handsome *Rail. Station* (Rest.) is on the E. side of the town, 7 min. from the quay. To the S.E. lies (10 Kil.) *Fedde*, on the fjord of that name, to which the *Kvinesdal* descends from the N.E.

From Flekkefjord to Stavanger, 150 Kil., railway in $5^1/_4$-$6^1/_2$ hrs. (fares 7.50, 4.65 kr.; comp. p. 107). The train ascends N. in the *Siredal* to the *Lundevand* (area 10.5 sq. M.; depth 1020 ft.), crosses the effluent of the *Siredalsvand* (area 7 sq. M.; depth 558 ft.) at (14 Kil.) *Sirnes*, and reaches the N. end of the former lake at (24 Kil.) *Moi* (Rfmts.), an industrial place. It then mounts rapidly, through many tunnels and past several small lakes. Beyond (38 Kil.) *Heskestad* (548 ft.) it descends. 58 Kil. *Helleland*; 74 Kil. *Ekersund* (Rail. Rest., see below), out of which the train backs, crossing and re-crossing the Ekersunds-Elv. We next traverse the plain on the coast, passing through moor and woods, and with a view of the sea, several lakes, and barren rocks. The chief stations are: 112 Kil. *Narbø* (Rest.); 120 Kil. *Time*, with woollen factory; 135 Kil. *Sandnes*, a thriving place with 2600 inhab. and several factories, at the S. end of the Stavanger Fjord, which the train now skirts (see Map, p. 110). 150 Kil. *Stavanger*, see below.

Leaving the Flekkefjord the steamer passes the mouth of the *Sira*, which falls into the sea in a cascade. For a short way the coast-cliffs are overgrown with grass and underwood.

Rægefjord (not always called at) is the station for *Sogndal*. In $3^1/_2$ hrs. from Flekkefjord we reach —

8 S. M. **Ekersund.** — Salvesen's Hotel, 6-7 min. from the pier and 4 min. from the station; Grand Hotel, in the market, not far from the station, Engl. spoken. — British Vice-Consul, *O. M. Puntervold.*

Ekersund or *Egersund*, a town with 3200 inhab. and a large fayence-factory, lies in a rocky region, at the S. end of *Jæderen*, the flat coast-district extending to Stavanger, which affords good fishing. Fine survey of the environs from a rocky hill with a pole on the top, reached in 25 min. by following a lane opposite the railway-station, and ascending to the right past the cemetery and a farm-house.

The Steamboat next passes the *Ekerø*, a large island with a lofty iron lighthouse. The coast here is unprotected by islands, and the sea is often rough. A flat and dreary region, enlivened by a few churches and the lighthouses of *Obrestad* and *Feiesten*. To the N. of the latter, 12 Kil. from Stavanger by road, is the church of *Sole*, by which are the ruins of the old church, said to date from the 12th cent., fitted up as a dwelling by Hr. Bennetter, a Norwegian artist. We steer past the *Flatholm Fyr* and the mouth of the *Hafsfjord*. Here in 872 Harald Haarfager (p. 116) gained a decisive naval victory, which made him sovereign of the whole country, and released him from a vow, taken ten years before, not to cut his hair until he should be king of all Norway. To the left rises the lighthouse on the *Hvitingsø*. The vessel turns E., passes the *Tungenæs*, a promontory with a lighthouse, and (6 hrs. from Ekersund) reaches —

15 S.M. **Stavanger.** — *Hot. Victoria (Pl. a; C, 2), by the steamboat-pier, between the Nedre and Øvre Holme-Gade, with baths, café etc., R. 3-5, B. 1, D. 3-4 kr.; Grand Hotel (Pl. b; C, 1, 2), Valbjerg-Gade, corner of Nedre Holme-Gade, R. 2-3, B. $1^1/_2$ kr.; Hot. Nordstjernen, Skager 29, R. $1^1/_2$-$2^1/_2$, B. or S. $1^1/_2$, D. 2 kr.; Frue Egg Larsen's H., Nord-

STAVANGER
1:15.800
0 50 100 200 300 500
Meter
Östre Havn
Søbad
Strømsløen
Gandesfjorden
Græsholmen
Søylyst
Plentingen
Nabuje Minde
Kjærringhamren
Borte vigen
Varm-Badeanstalt
Bergene
Domkirke
Bredevand
Tiroli
Jernbane Station
Theatret
Hetland Kirke
Petri Kirke
Fiskenæs Kirkegård
Kanalvigens mekan. Værksted
Holmegenæs
Ledaal
Solhaugen
Kalhammeren
Bjergsted Park
Rosenvinge Kjelrene
Spilderhaug
Sandvigen
Hillevåg
Hillevågsvandet
Hillevågsmarken
Hillevågsstrand
Tasto Sand
Hillefjord
Randeberg
Stokke
Nessa
Lervig
Rosenvinge Kjelrene
Ekersund
Vaalandshaug
Tjensvoldsgaard

bøgade 4. R. 1.30, D. 1½ kr. very fair. — *Haarr's Café*, *Tivoli*, with evening music.

Shops. Goldsmith: *G. Hellstrøm & Co.*, Øvre Holme-Gade 22. Furrier: *Ol. Jensen*, Kirke-Gade 44. Fishing-tackle: *F. M. Valentinsen*, Kirke-Gade 10; Wood-carving, embroidery, etc.: *Stavanger Husflidsforening*, Kirke-Gade 20.

Post & Telegraph, Øvre Holme-Gade (Pl. C, 2). — Banks: *Stavanger Privatbank*, near the Grand Hotel; *Handels & Industri Bank*, Kirke Gade 35.

Tourists' Agents: *Beyer*, Valbjerg-Gade, opp. Grand Hotel; *Bennett*, Øvre Holme-Gade 16. — British Vice-Consul, *T. Waage*.

Sea Baths, at Strømstenen (Pl. F, 2), to the E. Warm and Vapour Baths, in Jorenholmen.

Stavanger, capital of an 'Amt', with 35,000 inhab., one of the oldest towns in Norway, is prettily situated on a branch of the *Bukkenfjord*, or *Stavanger Fjord*, and is the commercial centre of the *Ryfylke*, the district enclosing the fjord. It dates from the 8th or 9th cent., but has suffered from many fires, and is now modernized. Alex. L. Kjelland, the poet (1849-1906), a native of the town, was long its burgomaster. Fish-canning and shipping are the great industries of the place.

The large steamers (Pl. B, 1) land at the mouth of the harbour of *Vaagen*, on the N.W. side of the peninsula of *Holmen*; the fjord steamers at Ryfylke-Bryggen (Pl. C, 1), on the N.E. side of Holmen. The main street of the Holmen quarter is the Kirke-Gade, which leads past the *Valbergtaarn* (Pl. C, 2; view from the top), in 6 min. to the cathedral, opposite the town-hall, and the *Brandvagt* (Pl. C, 3; where the key of the church is procured).

The *Cathedral (Pl. C, 3), the finest church in Norway after the cathedral of Trondhjem, originally a Romanesque basilica, was founded by *Bishop Reinald*, an English prelate, at the end of the 11th cent. and dedicated to *St. Swithin* (*Suetonius*, Bishop of Winchester, d. 862). After a fire in 1272 it was rebuilt in the Gothic style. After the Reformation it was neglected, but since 1866 it has been well restored. The nave is separated from the aisles by massive pillars, five on each side, which evidently belong to the original building. The choir, which adjoins the nave without intervening transept, has a square E. end, with a large and effective window. Its rich Gothic style points to the period after the fire of 1272. The choir is flanked with four low towers, two at the E. end, and two smaller at the W. end. The aisles and the choir have beautiful portals. Pulpit of 1658 and Gothic font in the interior.

On the S. side of the church is the *Kongsgaard* (Pl. C, 3), with its old chapel (*Munkekirke*; restored), once the residence of the bishop, who was transferred to Christiansand in 1685, and now the *Latinskole*. To the E. of the Kongsgaard, by the *Bredevand*, is a small *Park* (Pl. C, 3), a favourite promenade, skirted by the *Kongsgade*. — To the S. of the little lake are the *Railway Station* (Pl. C, 4), the *Theatre*, and the *Museum* (Pl. C, 4). The latter, a conspicuous building on a height, contains antiquities, natural history specimens, etc. (adm. free on Sun. 11.30 to 1.30 and 5-6, and Thurs. 12-1; at other times, fee). Adjacent are a *Hospital*, a gymnastic hall, and

other new buildings. — The red *St. Petrikirke* (Pl. D, 2) was built in 1863-65. — The Peders-Gade, nearly 1/2 M. long, leads to the docks by the *Spilderhaug* (Pl. F, 2).

On the hill, N.W. of the town, is the *Bjergsted*, a public park, with several fine points of view and a café. It may be reached on foot in 20-25 min. by the Lokkevei (Pl. B, A, 3, 2, 1), or by boat from the quay (in 10 min.; 20 ø. each pers.).

The finest view of the town, fjord, and surrounding hills is obtained from the **Vaalandshaug* or *Vaalandspiben* (328 ft.), with waterworks and tower (rfmts.). From the museum we follow the Peder Klows-Gade (Pl. C, 4), then the Hornklows-Gade to the left, in 10 min. turn to the left where the road forks beyond the last houses, and in 10 min. more reach the tower. — The view from a tower on the *Udlandshaug* or *Ullenhaug* (460 ft.; rfmts.), 1/2 hr. farther, is more extensive but less picturesque. The inscription on the tower refers to Harald Haarfager's victory in 872 (p. 108).

Excursion to *Sole*, on the coast, 12 Kil. S.W. (p. 108). Return by *Malde*, N. of Sole.

The Stavanger Fjord.

The *Bukkenfjord* or *Stavanger Fjord*, a broad basin studded with many islands, has arms indenting the land in every direction, some with smiling shores, others flanked with high hills. The lower slopes are generally cultivated, while snow-fjelds appear in the background. The only inhabited places are the islands and the alluvial deposits at the foot of the cliffs. The scenery is little inferior to that of the Hardanger Fjord.

a. The Lysefjord.

Steamboat ('Oskar II.' and 'Eira'; Com. 264) thrice weekly from Stavanger to *Høgsfjord*, *Fossand* (2 hrs.), at the entrance to the fjord, and *Lysebunden*, at its E. end (there and back 10-14 hrs.). Fares on Wed. and Sun. 2 kr. there and back.

Høgsfjord or *Høle* (tolerable quarters), to which we may also drive from rail. stat. Sandnes (24 Kil., in 3-4 hrs.), lies on the *Hølefjord*, nearly opposite the mouth of the Lysefjord, on which lies *Fossand*, near the church of *Gjøse*. A large moraine here led Esmark, the Norwegian scholar, about 1825, to the conjecture that the country was once covered with glaciers.

The ***Lysefjord,** the grandest fjord on the S.W. coast, 1/2-2 Kil. broad, 37 Kil. long, and 1480 ft. deep, is enclosed by precipitous rocky slopes rising to a height of 3300 ft., and almost uninhabited. Near the entrance, opposite *Høleslid*, is the island of *Holmen*. At *Eidene* or *Eine* are large granite-quarries. Farther on we note curious rock-formations, such as *Prækestolen*, or 'The Pulpit' (marked by the Stavanger Gymnastic Club with four colossal F's) and the *Søstrene*, a low spur with four peaks. Beyond the promontory of *Mulen*, on the N. bank, lies gaard *Sangesand*, with a large plantation of cherry-trees (1170, it is said). The singular peak of *Kaase Heia* is known as 'Kjærringen' (the woman). *Kallelid*, on the S. bank, also has quarries. To the N. is gaard *Kallesten*, with another large

1:500.000
Norsk Mil.
Bjelland. Fjære
Kilom.
Seljestad
Engl. Miles
Røldal. Bardanger
Fjälberg
Halsenö
Sand
Dale
Borgundö
Skonevik
Skonevik Fjd
Tungesvik
Leirvik
Leirvikvand
Hadefj.
Vik
Ståvdals V.
Ståvdal
Stödle
Stödlevand
Romsø
Stödle
Stödle N.
Stödlevand
Stödlevand N.
Glidda N.
Indjoa Haugsvand
Grindheim
Grindheim N.
Eine
Eikeland
Kirke
Gjerdø
Kaldheim
Krisse N.
Grindheim
Cardlag
Svagdal
Saude
Saude Fjord
Dalen
Kaalfve
Starakre
Degernæs
Gnahavn
Melland
Kold N.
Borf.
Fj.
Vestefj.
Kvamme N.
Boin N.
Boin
Opheim
Saurskard
Rsv.
Ina S.
Bjørndal
Inge
Vike S.
Dalland
Aalland
Sand S.
Fjv.
Lve
Inge N.
Haugen N.
Roaldkrans
Rustbreit
Sacten
Ris V.
Sau N.
Jørje
Orrelid
Frøcnsdalnib
Hvidh.
Repe Fj.
Sandeid
Sandeidvand
Fjelagdv.
Storjus
Storjus N.
Vikse
Ekeland
Døldar N.
Bakkevold
Ilø
Ulevold
Fevas N.
Sælands N.
Hattingsdal
Sandeidv.
Fugten
Skikkelstrand
Vikedal
Vikedalsvand
Vats
Lørtkro
Skottervik
Tørlandsos
Stokke
Nising
Kriukenæs
Vindefjord
Vindefjord
Vindefjord

BUKKEN
FJORD
Findö
Randö
Hjelmeland
Stavanger
Sörbö
Renansö
Talgö
Fognö
Askö
Omö
Strand
Kjörtnaes
Hängö
Idsö
Vadsö
Ombo
Risöskverven
Hafs Fj.
Ekersund
Oltesvik Fiaford
STAVANGERFJORD
Wagner & Debes, Leipzig

cherry-orchard. To the S. lie *Førlid* and other gaards. At the head of the fjord (2½ hrs. by steamer from Fossand), among huge rocks, lies the station of *Lysebunden* (two beds at gaard *Nerebø*). On the *Kjerag*, towering above the head of the fjord on the S., a curious phenomenon is sometimes observed (last on 10th Nov., 1897, after many years' interval). After a crash like thunder, rays or jets of steam issue from the rocks, probably from a cavern near the summit.

From Lysebunden passes lead N.W. to *Aardal* (see below; one day); E. to *Granheim* in the Sætersdal (see p. 4); S. to *Fitjeland* (30 Kil.) or to *Aadneram*, both in the *Siredal* (p. 108); and S.W. over the *Okelro-Fjeld* and through the *Blaastøl-Dal*, passing *Ekeskog*, with the beautiful *Maanefos*, to the *Frafjord* (40 Kil.; see below).

The *Frafjord*, the S.E. end of the Høle fjord, to which a steamer runs four times weekly, is also worth visiting.

b. The Sandsfjord, Hylsfjord, and Saudefjord.

STEAMBOATS of the Stavanger Steamship Co. (Com. 267) 8 times weekly, from the Ryfylke-Brygge direct to *Sand* in 4 5½ hrs. (3 kr. 60 ø.), to *Saude* in 5½-7¼ hrs.; also indirectly by changing steamers at Jælsø.

On leaving Stavanger we get a glimpse of the open sea to the left, but it is soon shut out by islands. On the left lies the *Vadsø*. On the right rise the mountains of the mainland, with snowy peaks in the distance. In an hour we pass *Strand* and *Tou*, at which local steamers call. Between these places opens *Bjørheimskjæften*, a gorge through which the *Bjørheimsvand* empties itself into the fjord.

From Tou a good road leads past the Bjørheimsvand to the *Tysdalsvand*, on which we row to gaard *Nedre Tysdal* (quarters) at the E. end; walk thence over the hill to *Tveit i Aardal*, near *Bergeland*, and descend by the *Store Aa* to Aardal (see below; about 27 Kil.). From Bergeland the *Hjaafosser* may be visited.

Most of the steamers steer N. to the *Talgø*, with its marble quarries, and past the *Fognø* (right) to *Juteberg* or *Judeberget* on the *Findø*; then across an open part of the Bukkenfjord, where we get a glimpse of the Atlantic (left), to the *Stjærnerø*; thence through a narrow strait between that island and the *Bjergø*, and across the *Nærstrandsfjord* to *Nærstrand*, a summer-resort; next across the mouth of the Sandeidfjord and past the *Foldø* to Jælsø (p. 112).

The steamers touching at Tou steer N. between the Fognø and the mainland into the *Fisterfjord*, and thence into the *Aardalsfjord* to *Aardalsosen* or *Aardal*, near the mouth of the *Store Aa*, which descends from the *Øvre Tysdalsvand* and smaller lakes. (Thence to Tveit, near Bergeland, 8 Kil., see above.) Observe the extensive moraines of ancient glaciers. — Steaming down the fjord again, and up the Fisterfjord to the N., we pass between the mainland and the *Kandø* to *Hjelmeland*, a pleasant village amidst orchards, so named from a 'helmet'-shaped hill near the church.

We next enter the **Hjøsenfjord*, with wild, grand rocks, and call at *Tytlandsvik* or *Tøtlandsvik* on a bay of its S. bank, and at *Valde* on its N. bank.

From the head of the Hjøsenfjord a rough path crosses the mountains in two days to *Viken* in the Sætersdal (p. 4).

Returning to the mouth of the fjord, we next pass *Knutsvik* and enter the mountain-girt *Erfjord*, where we call at *Haalandsosen*. Again returning, we then steer for Jælsø.

Jælsø or *Jelse (Larsen's Hotel)*, which the direct steamers from Stavanger reach in 2½-4, and the indirect in 5-10 hrs., is a large village, with a church and a good harbour. Most of the steamers touch here and exchange passengers for different destinations.

We next steam up the **Sandsfjord**, which gradually narrows and is enclosed by lofty rocks. Several waterfalls. The fjord then expands. In 1½-2 hrs. from Jælsø we reach —

Sand (*Kaurhus Hot.*, with view, R. 1½-2, D. 2, B. or S. 1½ kr., very fair), a village and church at the mouth of the *Logen*, which forms the pretty *Sandsfos* 5 min. above. To the Suldalsvand, and thence to the Breifond Hotel and Odde, see p. 113.

The Sandsfjord now divides into two branches.

To the right is the **Hylsfjord*, on which a steamer plies once a week only; at the grand head of it lies the station of *Hylen* (quarters). Fine waterfalls descend from the cliffs.

From Hylen to *Vaage* on the Suldalsvand, 1½-2 hrs.: good bridle-path, ascending the wild *Hylsdal*, and crossing the **Hylsskar*, where we have a striking view of the lake below (comp. p. 113).

To the left is the **Saudefjord**, the head of which the steamer reaches in **1½-2 hrs. from Sand.**

Saude or *Sævde (Solberg's Hot.)* and *Saudesjøen (Rabbe's Hot.)*, pleasantly situated here, are favourite resorts from Stavanger. Walks S.W. to the pretty *Svandal;* N.E. to (2 hrs.) *Birkelandsdalen*, with its zinc-mines; E., along the fjord, to (35 min.) *Indre Saude*, with the church and the *Søndenæa-Fos*, and thence to (10 min.) the bridge across the stream issuing from the *Aabødal*, which here forms the *Høllandsfos*.

From Saude through the Slettedal to Seljestad, 1½ day (road to Aartun being made). Guide and provisions necessary. — To the (¾ hr.) bridge at the *Høllandsfos*, see above. About 35 min. farther is gaard *Østreim*. To the right rises the snow-clad *Skavle Nut* (5170 ft.). The ascent now begins. Below, to the right, flows the *Stor-Elv*. Fine views, as we look back on the Saudefjord. Halfway up we reach gaard *Fivelland*. At the top, 2½ hrs. from Saude, is a grand rocky landscape. As we descend, we have ever finer views of the *Store Lid-Vand*, with the Suldalsfos, and of the basin of Aartun, a green oasis, with houses, fields, stream, lake, and waterfall, in a dreary dark-grey chaos of rocks.

At Aartun, 4½ hrs. from Saude, we find tolerable quarters, but poor food. — The route now leads N. into the *Slettedal*, through a monotonous landscape, passing many sæters and waterfalls. After 5 hrs. from Aartun, halfway to Seljestad, the path begins to ascend, and soon commands fine views of the snow-draped Kirke-Nut and the Slettedal behind us. Farther on appears the Folgefond (p. 120), a little to the left. We cross a wide tract of moorland and gradually descend to the Røldal road, which we reach (10 hrs. from Aartun) near *Seljestad* (p. 115).

c. The Sandeidfjord.

Steamer (Com. 268) to *Sandeid* thrice weekly, in 7-8½ hrs. (2.70 kr.).

Once weekly the steamers follow the route above described to *Nærstrand*, and twice weekly the indirect route by Tou, Aardal, and Hjelmeland, to *Jælsø* (p. 112).

From Jælsø, or Nærstrand, they steer into the *Sandeidfjord*, which presents no special attraction. Two lateral fjords diverging from it, the *Yrkefjord* to the W., the *Vindefjord* to the E., form a complete cross, recalling the Lake of Lucerne. Some steamers call at stations on these fjords. *Vikedal*, at the mouth of the Vindefjord, has a number of handsome gaards.

At the head of the fjord lies *Sandeid* (Fru Weidell's Inn), whence a road leads N. to Ølen (8 Kil.; p. 117).

17. From Sand *(Stavanger)* by the Suldalsvand to Odde on the Hardanger Fjord.

2-3 Days, according as the steamer on the Suldalsvand suits. 1st Day. Road (skyds) to *Osen*, 2-2½ hrs. Steamer (Com. 490) on the Suldalsvand (once or twice daily) to *Næs* in 2¼ hrs. (2 kr.). Road (skyds) to *Horre (Breifond Hotel)*, about 3 hrs. — 2nd Day. Road (skyds) to *Odde*, about 7 hrs.

Sand, see p. 112. — The *Logen*, whose valley the road ascends, has several falls (Sandsfos, p. 112). Both the river and the Suldalsvand, out of which it flows, abound in salmon and have been leased for a long term by English anglers, whose handsome dwellings are noticed at various spots. The first part of the road is so picturesque and also so hilly, that travellers had better walk on for about an hour, leaving vehicles to follow. To the left is the *Skotifos*. The road crosses the river 10 Kil. from Sand, and remains tolerably level to the Suldalsvand. It then crosses a tributary, with a sawmill, and passes *Vatshus*. Fine view in front. The church of *Suldalen* and gaard *Mehus* lie to the left. After a drive of 2-2½ hrs. from Sand we reach —

19 Kil. **Osen** or *Suldalsosen* (*Hot. Suldal*, R. 1½-2, B. or S. 1¼-1½, D. 1½ kr.; *Hot. Suldalsporten*, R., B., S., each 1½, D. 2 kr.; both good, Engl. spoken), beautifully situated on the right bank of the Logen, at its efflux from the Suldalsvand. Opposite rises the curious rocky pyramid of *Straabækollen*.

The ***Suldalsvand** or *Suledalsvand* (steamer, see above), the S. part of which is enclosed by high mountains, is 28 Kil. long, but at first is not broader than a river. To the right lies gaard *Vik*, to the left *Vegge*. To the left is *Kolheinstveit*, where the road ends; to the right *Helgenæs*. We thread the rocky defile of **Suldalsporten*, where the imposing cliff to the left rises to 330 ft. The lake suddenly expands. In a bay to the right are gaards *Kvildal* and *Hiestad*; then, on the left, *Vorvik* and —

Vauge (good quarters; steamboat-station), with the *Hylsskar* rising above it (p. 112). We here survey the central of the five reaches

of the lake. To the left, farther on, lies *Lateid*, on the hill. In front we have a good view of the curious rounded and polished promontory of *Boshaug* and of the mountains to the N. To the E. rise the snow-clad *Kalle-Fjeld* and the long *Kvenne Heia*. — The steamer's terminus is Næs, but three days a week it goes on to (4 Kil.) *Roaldkvam* (p. 6).

Næs or *Næsflaten* (**Hot. Bratlandsdalen*, three houses, R. $1^1/_2$-$2^1/_2$, B. or S. $1^1/_2$, Engl. spoken), which affords a fine view of the lake and snow-clad mountains, lies at the mouth of the *Bratlands-Elv*, at the beginning of the road to Røldal. Vehicles meet the steamers.

The road ascends the beautiful ***Bratlandsdal**, passing at first through a grand gorge, with overhanging rocks. It is preferable to walk as far as the top of the hill, where vehicles halt. Farther on the valley is less interesting. At gaard *Thornæs*, about $5^1/_2$ Kil. from Næs, we cross the Bratlands-Elv, and farther on we pass the gaards of *Bratland*. To the left is the lofty *Flæsefos*. Beyond gaard *Grebrække* we cross the border between the Stavanger Amt and Søndre Bergenhus Amt. We pass *Hægerland*, on the slope of the *Kualaas*, and thread a narrow ravine, with a series of rapids. We re-cross the river by the *Hægerlands-Bro*. The erosive action of the water has left distinct traces all the way up the slopes. The road now reaches the narrow *Ljonevand*, passes gaard *Ljone*, and crosses the bridge of that name. Charming scenery. Beyond the *Hundefos*, formed by the Bratlands-Elv, towers the *Ljonehals*, a huge cliff worn smooth by the river.

At *Botten* or *Botnen* the road re-crosses the river, here issuing from the **Røldalsvand** (1224 ft.), and skirts the W. bank of the lake, which is enclosed by fine mountains. Beyond the *Haare-Bro*, spanning a brook coming from the left, the roads to *Telemarken* and the *Hardanger* fork. (The former skirts the lake, at the N. end of which appears *Røldal*, p. 38.) On the Hardanger road (10 min. farther; 3 hrs.' drive from Næs) is the —

24 Kil. ***Breifond Hotel** (R. 2-3, B. $1^1/_2$, D. $2^1/_2$, S. $1^3/_4$ kr.; often crowded; Engl. spoken), on the site of the former skyds-station of *Horre* or *Haare*. Fine view of the lake and the Haukelifjeld. The *Haarefos*, to which we ascend at the back of the hotel, may be visited in $^1/_4$ hr.

The Hardanger Road ascends the *Horrebrækkene* in windings, which walkers avoid by short-cuts (marshy in wet weather). On the right are the slopes of the *Horreheia*, on the left the *Elgersheia*. Behind us, S.E. of the Røldalsvand, towers the *Bredfond* with its great snow-mantle. At the top of the hill (3393 ft.), 8 Kil., or $1^3/_4$ hr.'s drive, from the Breifond Hotel, the road, tolerably level for some way, crosses a dreary solitude with several ponds. We soon obtain a view of the snowy Folgefond (p. 120), and then descend the

Gorssvingane in many windings, where the **View becomes ever grander. Far below lies the narrow *Gorsbotn*, flanked by steep hills, with the sombre *Gorsvand*, at the end of which is a waterfall. Beyond stretches the broad valley of Odde, overtopped on the left by the flat snow-fields of the Folgefond. The whole scene is one of the most impressive and characteristic in Norway. The old bridle-path and the stream, called the *Hedsten-Elv* lower down, are seen at places by the side of the Gorssvingane. At the lower end of the Gorsvand (2798 ft.) is a kind of rock-gateway, where the view is unimpeded. Birches and pines mark the beginning of the tree-zone. We descend in zigzags, past the *Svaugen* and *Hedstensnuten*, to —

17 Kil. (from Breifond Hot., pay 24; 22 from Røldal, pay 28) **Seljestad** (2028 ft.; *Seljestad's Hot.*, R. 1½-2, B. 1, D. 2¼, S. 1½ kr.; *Folgefond Hot.*, a little above the road; both very fair).

The road to Odde will even repay walkers (4½-5 hrs.; drive of 2½ hrs.). It follows the hill and then crosses the stream twice. A rock to the left of the road, 3 Kil. from Seljestad, and a little beyond the 20th kil. stone 'fra Odde', affords a view of the *Hestekleyfos*. The road descends in a curve. On the right is the small *Hot. Udsigten* (R. 1½, B. or S. 1½, D. 2¼ kr.; Engl. spoken). Just above it a path leads to the left to a point marked by an iron vane, affording a superb view of the wooded gorge of ***Seljestadjuvet**, through which the road winds down. Lower down we cross the stream. Continuous views of the picturesque valley. After 5 min. a narrow road descends to the left through wood to gaard *Jøsendal* and Fjære (p. 117). A little beyond the next bridge a steep road ascends to the right to gaard *Skard*; farther on, to the left, a road leads across the river to the gaards on the heights. In another ¼ hr. the road passes the ***Espelandsfos***, on the left, and the ***Lotefos***, on the right. On the hill to the right is an inn (p. 125). To Odde a drive of 2 hrs., or a walk of 3-3½ hrs. more.

23 Kil. (pay for 26) *Odde* (p. 124).

18. From Stavanger to Bergen by Sea.

250 Norw. Sea-miles (100 Engl. M.), but the course taken by the steamers is much longer. Distances are given below in sea-miles from station to station. — Mail Steamers (Christiania-Bergen; Com. 218) leave Stavanger (and Bergen) every evening, 10-11 hrs., calling at *Kopervik* and *Haugesund*. Local Steamers, also starting every evening, take an hour more, touching at *Førresvik*, *Kopervik*, *Haugesund*, *Mosterhavn*, and *Lervik*. There are also slower steamers, large and small (Com. 224, 278), starting daily.

The whole voyage is in smooth water, protected by islands, except for the short distances between Stavanger and Kopervik, and between Haugesund and Langevaag. As the fine scenery of the Hardanger Fjord (R. 19) only begins at the Herø, we lose little by going thus far by night.

Stavanger, see p. 108. The vessel steers N.W.; on the left are the *Duse-Fyr* and *Tungenæs-Fyr* on the *Rundeberg*; to the right the *Hundvaagø*, *Mosterø*, *Klosterø* with the old *Utstenkloster*, and the

Rennesø. Before entering the open *Bukkenfjord* we see on the left the tall lighthouse on the *Hvitingsø*, and N.W. the lighthouse of *Fulnæs (Skudesnæs)*. On the left is the small seaport (pop. 1200) *Skudesnæshavn*, with its lighthouse, at the S. end of the *Karmø*, a large island. We enter the *Karmsund*. The first station of the smaller steamers is *Førresvik*, on the *Bukkenø*.

6 S.M. **Kopervik**, or *Kobbervik (Ellingsen's Hot.; Næss Hot.)*, with 1000 inhab., on the *Karmø*, is a great centre of the herring-fishery. The island is flat, and partly cultivated, but largely marshy. It contains many barrows, or ancient burial-places, especially at the N. end, which have yielded valuable relics. The climate, cool in summer, mild and humid in winter, is healthy. — About 16 Kil. W. of the Karmø is the lonely little island of *Utsire*, with a chapel and a lighthouse, near which herrings abound.

On the left, 7 Kil. beyond Kopervik, is the old church of *Augvaldsnæs*, by which, and leaning towards it, is a 'bautasten', 26 ft. high, known as '*Jomfru Marias Synaal*' (the Virgin Mary's Needle). Tradition says that when this pillar falls against the church the world will end. — Farther N., on the other side of the Karmsund, are five similar stones, the '*Five Foolish Virgins*'. At the end of the Karmsund, on the right, lies —

2 S.M. **Haugesund** (*Grand Hot.; Jonassen's Hot.;* British Vice-Consul, *B. A. Stolt-Nilsen;* pop. 7900), or *Karmsund*. On the *Haraldshaug*, a mound to the N., the supposed tombstone of Harald Haarfager (d. 933) is pointed out. Here rises the *Haralds-Støtte*, an obelisk of red granite, 56 ft. high, on a square pedestal, around which are ranged about 20 stones, 9 ft. high, representing the ancient Norse tribes. It was erected in 1872, on the thousandth anniversary of Harald's famous victory (p. 108). — A road leads from Haugesund E. to (48 Kil.) *Ølen* (p. 117).

The larger steamers go direct to Bergen (sometimes touching at Lervik only), passing either between the *Bømmelø* and the *Stordø*, or between the Stordø and the *Tysnæsø*. — To the N. of Haugesund is an unprotected part of the coast, called *Sletten*, which the steamers pass in an hour. Near the N. end of it is *Lyngholmen*, the first station in Bergens-Stift. On a rock to the W. is the *Ryvardens-Fyr*. We enter the *Bømmelfjord*, one of the narrow entrances to the Hardanger (p. 118); on the *Bømmelø*, to the left, which contains gold-mines of little value, rises the *Siggen* (1542 ft.). This region is called the *Sønd-Horland;* the natives are *Søringer*. Grand mountains in the background, with the Folgefond (p. 120). Some of the steamers touch at *Tjernagel*, on the mainland, others at *Langevaag*, on the Bømmelø, opposite.

6 S.M. *Mosterhavn*, on the *Mosterø*, has a little church said to have been built by Olaf Tryggvason (995-1000).

2 S.M. **Lervik** (*Dahl's Hot.;* change boats for Ølen and Fjære, see p. 117), lies at the S. end of the *Stordø*, with its sulphur-

Skerjehavn
Asl. V.
Ansche
Mørvik
Heatro
Kopervaag
Askö
Erdal
Kleppe
Struksjhavn
Askö
BERGEN
Kvarven
Baxtorö
Lyderhorn
Ulriken
Løvstaken
Ytrebö
Kalfaren
Kalfaret
Ulrikken
Solheimsviken
Fjøsanger
Fjøsanger V.
Fjøsanger Fj.
Fjøsanger Kirke
Fjøsanger Kirke
Fjøsanger Kirke

mines, one of the largest islands at the entrance to the Hardanger. The wooded *Halsenø*, to the E., contains remains of a Benedictine monastery, founded about 1164, and several barrows.

To the S. of Lervik opens the *Aalfjord*, with the villages of *Rekenæs* and *Vikevik*. To the E. is the *Skoneviksfjord*, on which a steamer plies. On the *Ølenfjord*, a S. arm of the Skoneviksfjord, lies **Ølen** (*Inn*, good; skyds-stat.), 8 Kil. from Sandeid (p. 113), and visited 6 times weekly by steamers. Several call at **Etne** (*Hot. Etne*), at the E. end of the *Etne-Fjeld*, whence a mountain-path leads direct to *Seljestad* (p. 115), a very fatiguing walk of 11-12 hrs. (about 50 Kil.).

To the E. of the Skoneviksfjord is the *Aakrefjord* (steamer once a week only; Com. 285), with the stations *Aakre* and (at the head of the fjord) **Fjære** (tolerable quarters). From Fjære a narrow road, practicable for one-horse vehicles, crosses the mountains, amidst imposing scenery, to *Rullestad* (quarters; near it are several glacier 'cauldrons'), *Vindertun*, and (18 Kil.) *Gaard Jøsendal* on the road to *Odde* (p. 115; from Fjære to the Lotefos a drive of 4 hrs.). Comp. *Map*, p. 119.

Beyond Lervik the direct steamer follows the Bømmelfjord and then the *Klosterfjord*, named after the monastery on the Halsenø.

2 S.M. *Sunde*, on the E. side of the *Husnæsfjord*, on the peninsula of *Husnæs*.

Herø, a small island opposite *Helvik*, where passengers for the Hardanger sometimes change boats ($9^1/_2$ hrs. from Stavanger, $4^3/_4$ hrs. from Bergen).

The scenery now becomes more attractive; the mountains are higher and less monotonous; on every side is a profusion of rocks, islands, headlands, and wooded hills, enlivened with smiling hamlets nestling in sheltered creeks.

3 S.M. **Terø**, a little island with several gaards on the N. side of the Husnæsfjord. Beautiful scenery; to the W. the large island of Tysnæsø; to the E. appears the huge snow-mantle of the Folgefond (p. 120), of which we have an admirable distant view. To the E., opposite Terø, is the peninsula of *Stonganæs*, composed of greenish slate with veins of auriferous quartz.

The district of *Nord-Horland* begins here. The steamer threads the *Loksund*, a narrow strait between the mainland and the *Tysnæsø*, an island attractive to artists and anglers. The next station, *Eingeviken*, lies on the Tysnæsø, at the N. end of the strait. Steering between wooded islands, we next call at **Godøsund** (*Gullaksen's Hot.*, good, pens. $3^1/_2$-4 kr., with sea-baths), on a small island, N. of the Tysnæsø, pleasant for some stay. The station of *Vaage*, near the *Tysnæskirke*, also lies on the Tysnæsø.

The *Bjørnefjord* and the *Korsfjord* are next traversed. To the W. we have a glimpse of the open sea, from which the Newcastle steamers enter the Skjærgaard. On the left our course as far as Bergen is bounded by the island of *Store Sartorø*. To the S. of the little island of *Trælø*, in the Korsfjord, we have a last view of the Folgefond (W.). To the right is the *Lysefjord*, with the charming *Lysø* (day's excursion from Bergen, by Nestun, p. 138), and the ruined *Lysekloster*, dating from 1146, on its E. bank. On the right

are the peninsula of *Korsnæs* and the *Fanefjord*. The Løvstaken near Bergen (p. 137) now comes into sight to the N. Beyond the *Bjælkerø* (left) we call at *Bukken*, on an island close to the mainland (right), and then pass the *Bjørø* (left). We steer through the *Vatlestrøm*, a strait with a strong current, N. of Bjørø; on the right lies *Hakonshellen*. Numerous lighthouses. To the left lies the *Lille Sartorø*, with the station of *Bratholmen*. Our course turns N.W. into the *Byfjord*, with the hilly *Askø* (p. 137) on the left. The promontory of *Kvarven*, on the mainland, to the right, with large petroleum-stores, is the N. spur of the Lyderhorn (p. 132).

17 S.M. (from Haugsund; 11 from Terø) *Bergen*, see p. 130.

19. The Hardanger Fjord.

From Stavanger to Odde on the Hardanger Fjord the overland route already described (R. 17) is the most interesting. Or we may go direct by STEAMBOAT (twice weekly, Sun. and Thurs.; Com. 281) in 22 hrs. (fare 13.30 kr.). Passengers by the Thurs. steamer change at *Herø* (p. 117) into the steamer from Bergen to Odde. Once a week the Bergensk-Nordenfjeldske Turistskib is available.

From Bergen to the Hardanger Fjord: STEAMBOATS (Com. 280) to *Eide* daily in 9½-15 hrs. (8.60 kr.); to *Odde* in 12½-19½ hrs. (10½ kr.). Good food on board; comp. p. xviii.

From *Bergen* by *Trengereid* to *Norheimsund*, see p. 141; by *Vossevangen* to *Eide* or to *Ulvik*, see R. 20.

From *Telemarken* by *Haukeli* and *Røldal* to *Odde*, see R. 5.

The **Hardanger Fjord* is the best-known of the Norwegian fjords, and the beauty of its scenery has been famed from the earliest times. Wergeland calls it '*det underdejlige*', the 'wondrous-beautiful'. It presents a most characteristic example of Norwegian scenery: the broad fjord, the bold rocky banks, and the strip of fertile land fringing the water. Near it are also some of the finest waterfalls in Norway, easily accessible. In point of grandeur, however, the Hardanger is perhaps surpassed by some of the N. fjords, such as the Fjærlandsfjord (p. 147), Nordfjord (p. 165), and Jørundfjord (p. 181). The inhabitants *(Hårænger* or *Håringer)* and their characteristics are interesting. The bridal crowns and gold and silver trinkets (such as the *Sølje*, or *Sylgja*, a kind of brooch or buckle) are curious, and the embroidery, coverlets *(Slumretæpper)*, and carpets *(Tæpper)* made in this district are much esteemed. The costumes are seen to advantage only on Sundays, before or after church. The women wear the 'Skaut', a kind of white linen cap, folded and starched, and sometimes a red bodice, embroidered with beads. The peculiar Hardanger violin *(Fele)* has steel strings combined with gut to increase the resonance.

Our description follows the course of the Hardanger-Sønhorland Steamers (Com. 280), which, however, call at different stations on different trips. The distances are in Norwegian Sea-miles (p. 107).

INDRE HARDANGER & VOSS
1 : 500 000
Norsk Mil
Kilom
Eng. Miles
Telemarken
Hardangerfjord
Eidfjord
Ulvik
Granvin
Voss
Vossevangen
Vossestrand
Evanger
Dale
Bolstad
Bjørgo
Bjørgum
Bjørgo Fj.
Bjørgo Vand
Bjørgo Dal
Bjørgo Bræ
Bjørgo Nut
Bjørgo Fos
Bjørgo Kirke
Bjørgo Præstegaard
Bjørgo Skole
Bjørgo Gaard
Bjørgo Mølle
Bjørgo Elv
Bjørgo Sæter
Bjørgo Hytte
Bjørgo Vei
Bjørgo Bro
Bjørgo Kirkegaard

a. The Western Hardanger Fjord, to the Mauranger Fjord.

Steamer (Com. 280) from Bergen to *Sundal* thrice weekly in 6·9 hrs. (6.10 kr.). The other steamers do not call at Sundal, but keep nearer the N. bank of the fjord.

At the entrance to the *Kvindherreds-Fjord*, which forms the avenue to the Inner Hardanger, on the N. and S. sides respectively, lie the islands of *Terø* (10 S.M. from Bergen) and *Herø* (11 S.M. from Bergen; p. 117). The steamboat-station on Herø is named *Herøsund* (change of boats, see p. 117).

From Herø we steer into the *Stor-Sund*, a strait between the islands of *Skorpen* and *Snilsthveit* on one side and the mainland on the other. On this strait are the stations *Uskedal*, overtopped by the *Englefjeld* and the *Kjeldhaug; Dømelsviken* or *Dimmelsviken*, between the dark *Solfjeld* on the S. and the *Skinnebergs-Nut* on the E., adjoined by the *Malmanger-Nut;* and —

2½ S.M. (from Terø) **Rosendal** *(Skuale's Hot.)*, near the towerless church of *Kvindherred*, with the park and château (built in 1678) of the barons Hoff-Rosenkrone. The château contains a statue of the Countess Bariatinska by Thorvaldsen, and a few paintings. — To the E. towers the conspicuous *Melderskin* (5192 ft.; ascended in 6 hrs.): a fair path through the *Melsdal* to the *Midtsæter* and the *Myrdalsvand;* thence rather steep. Grand view of the Folgefond and of the fjord down to the open sea.

Some steamers now cross to the stations *Gjermundshavn* and *Mundheim* on the N. bank (see Map, p. 117), or to *Skjelnæs* (quarters at the Landhandler's) in the large *Varaldsø*. Thence to Bakke, Jondal, etc., see p. 120. — Between the Varaldsø and the mainland to the E. the fjord is called *Sildefjord*. The steamer touches at the church of *Ænes* (Skyds-stat.), at the mouth of the *Ænesdal*, over which a jagged ridge with the snow-fields and glaciers of the Folgefond (p. 120) rises as a background.

At Ænes opens the ***Mauranger Fjord,** on which a steamboat plies eastwards three times, and westwards twice a week; on other days it is reached by boat-skyds from Skjelnæs (about 18 Kil. from Sundal, 3-3½ hrs.' row). To the right of the entrance to this fjord, with its high rocky banks, is the *Furebergsfos*, a broad foaming waterfall. The steamboat-station is —

3 S.M. **Sundal** (*Hot. Sundal*, plain, but good, R., B., or S. 1½, D. 2 kr.), near gaard *Bondhus*, the starting-point for a visit to the Folgefond and its glacier, the Bondhusbræ. *Samson Olsen Sundal* is a certificated guide.

A visit to the ***Bondhusbræ,** and back, takes 3½ hrs. on foot. A narrow cart-track (stolkjærre 3, for 2 pers. 4 kr.) ascends the Sundal, enclosed by high mountains, on the left bank of the torrent, and through 'Ur' at the end, to the (¾ hr.) small *Bondhusvand* (624 ft.). Splendid view of the lake, with it prominent rocky islets, and of the Bondhusbræ, rising over the green moraine on the S. bank.

Several cascades fall from the heights, right and left. A boat lies ready to take us to (20 min.) the other end (rowed by the guide brought from Sundal, 1.60 kr.). We then ascend a path, marshy at places, pass a sæter (occupied only after mid-July), and cross the moraine (1050 ft.; splendid view of the glacier and of the foaming *Brufos* on the left) to the (20-25 min.) glacier.

The Passage of the Folgefond is a fine and not very difficult expedition (to Odde $10^1/_2$-11 hrs.; guide necessary; 8, for 2 pers. 10, for 4 pers. 12 kr.; horse to the top of the pass, 12 kr.; provisions necessary; the ascent is in shade in the early morning; comp. also p. 126). About $^1/_2$ hr. from Sundal a bridle-path diverges to the left from the road to the Bondhusbræ, descends and crosses the glacier-brook by a bridge, and leads through meadows to the foot of the opposite height. We ascend in windings, past a tablet recording the construction of the path by the German 'Nordlands-Verein' in 1890. In about $2^1/_2$ hrs. from Sundal we reach the *Garshammer-Sæter* (about 2300 ft.; beer). Farther on we cross the outflow of a small lake and pass over some marshy ground. We then ascend by a tolerable path to the right, between boulders. In about $1^1/_2$ hr. the red-roofed hut of Breidablik comes in sight. We next descend a little, observing to the left an ice-bound lake, whose broad outflow we cross by stepping-stones; then re-ascend, over a large snow-field, to ($^1/_2$ hr.) the *Breidablik Hut* (about 4430 ft; beer, etc.), on the *Bottenhorgen*. Extensive survey of the huge ***Folgefond** ('fond' or 'fonn', a field of snow), which covers a plateau about 36 Kil. long and 6-15 Kil. broad. Travellers with horses find sledges at the hut, but this 'summer sleighing' is but poor sport, and not much quicker than walking. The crossing of the great snow-mantle takes about $3^1/_2$ hrs.; at the top (5414 ft.) we obtain a view of the Hardanger Vidda, with the curiously shaped *Haarteigen*. The Tyssestrenge (p. 126) are also visible. A bridle-path on the other side leads past the *Tokheimsnuter* and down the *Tokheimsdal* to *Tokheim* in 2 hrs.; *Odde* is $^1/_2$ hr. farther (see p. 124).

From **Gjerde**, on the *Østre Pollen*, the E. arm of the Mauranger Fjord (boat from Sundal in $^1/_4$ hr., 50 *ø.*), a bridle-path ascends the Folgefond, passing the hut in the *Ureboln* and the *Hundsør* (5362 ft.), crossing the snow, and descending to Tokheim (see above; guide, *Gotskalk A. Gjerde*; charges, see above). As from Sundal, travellers may ride to the glacier and cross the snow in sleighs.

b. The Central Hardanger Fjord, East to Eide.

Steamer from Sundal to *Eide* twice a week in 4-$4^1/_2$ hrs. (fare 3.70 kr.). The other steamers do not call at Sundal. From Bergen to Eide daily, in 9-14 hrs. (8.60 kr.).

On leaving the Mauranger Fjord the steamer steers N. Fine view behind us of the peaks, snow-fields, and glaciers above the *Ænesdal* (p. 119). To the right *Aarsand;* then *Aarvik*, with a large waterfall. We next cross the *Hisfjord* to Vikingnæs (p. 121). — Other steamers, after Mundheim or Skjelnæs (p. 119), touch at —

5 S.M. (from Tere) **Bakke** (*Bakke Hot.*, good), pleasantly situated on the *Strandebarmslugt*, a bay of the Hisfjord. View of the Folgefond to the S.E., the snow-clad *Tveite Kviting* (4190 ft.) N.W., and the *Tørvik-Nut* (3520 ft.) N.E. At the head of the bay, 3 Kil. N., is the church of *Strandebarm;* farther on, near the hamlet of *Fosse*, on the E. bank, is a waterfall, 490 ft. high (130 ft. in one sheer leap), but poor in dry weather.

From Strandebarm a path leads by gaards *Haukaas* and *Soltjørg* and the *Torahella Sæter* to (4-5 hrs.) *Netland* in the Steinsdal, and down the valley to Norheimsund in 1 hr. more (see below).

We next round the peninsula of *Vikingnæs*, the S. spur of the wooded *Ljonæs-Aas*, where several 'chalets', with or without board, are let to summer visitors (chiefly English; Engl. Ch. Serv. in July & Aug.). View of the *Myrdalsfos* to the right.

2½ S.M. *Jondal* (Utne's Inn), on the E. bank, noted for its 'Hardanger boats'. The fjord contracts.

From Jondal a road ascends the *Korsdal* by (¾ hr.) *Birkeland* to (3 hrs.) *Gaard Flatebø* (1100 ft.), grandly situated; then S. to the *Jondalsbræ*, near the *Dravlevand* and *Jaklevand*. — From Flatebø to the *Sørfjord* (8-10 hrs.; guide necessary). The bridle-path leads N.E. to *Sjusæt*, ascends steeply and takes a wide bend to the N., turns E., skirts the *Thorsnut* (5164 ft.), and leads S. to the *Saxaklep* (highest point, 4530 ft.); then a steep descent to the *Reisæter* (1080 ft.), and thence to *Bleie* (*Naae*, p. 123).

Beyond Jondal we pass several waterfalls, leaving *Jonarnæs* on the right, and enter the *Ytre Samlen-Fjord*, touching at *Skutevikeu* once a week. Beautiful scenery. The steamer rounds the *Axenæs* on the W. side, passes the church of *Vikør*, and enters the *Norheimsund*, on which lies —

3 S.M. **Norheimsund** or *Sandven* (*Sandven's Hot.*, very fair, R. 1½-2, B. or S. 1½, D. 2 kr.; *Iversen's Hot.;* Engl. Ch. Serv. in the season), charmingly situated, and suitable for some stay. Admirable view of the Folgefond, with a series of intervening mountains. — The new road to Trengereid (p. 141) ascends the *Steinsdal* to the W.; after ½ hr. we cross a bridge on the right to the *Øfsthus (Øverste Hus) Fos*, a waterfall 100 ft. high, with a path passing behind it (25 ø.), visible from Sandven. We may also walk S.E. on the bank of the fjord to (2 hrs.) Vikør and Axenæs (see above). The road to the N., crossing the mouth of the Steindals-Elv, winds over the hill to **Østensø** (see below). — The *Torenut* (about 3426 ft.), to the N., is easily ascended by the *Sjau-Sæter* in 5 hrs.

Beyond Norheimsund the margin of the Folgefond continues in sight, to the S. We next touch at —

Østensø or *Histesjø* (*Olsen's Hot.*, small but pleasant), prettily situated on the bay of that name.

A road crosses the hill to the E. of Østensø to (1½ hr.) *Skaare*, on the narrow and picturesque **Fiksensund**, which runs 11 Kil. inland from Stenstø (p. 122). At the head of the Fiksensund, reached by rowing-boat from Skaare in 1½ hr., lies gaard **Botnen** (*Flatebø Hot.*, good), whence a steep path leads in 2-3 hrs. to the *Hamlegrø Hotel* (p. 138), at the S. end of the *Hamlegrevand*. — From Botnen to Bolken, a full day's walk. A tolerable bridle-path, very steep at places, ascends the *Flatebøgjel* to the

(5 Kil.) *Løkedal* sæter; whence we may ascend the *Flatebøfjeld* or *Løkedalsnuten* (3455 ft.; fine view; 2-3 hrs. there and back). From the sæter the path ascends to the watershed (1910 ft.), then descends a little to (6 Kil.) *Hodnaberg* (two 'sæter-hotels'), at the N.E. end of the *Hamlegrøvand* (fishing), and skirts the river issuing from the *Thorfinvand* to (6 Kil.) gaard *Skjeldal* (1083 ft.). Lastly a good road leads to (5 Kil.) *Grimestad*, at the W. end of the *Vangsvand*, and thence by Liland to *Bolken* (p. 139).

Twice a week the steamer next steers N. of the *Kvamsø*, and past the mouth of the Fiksensund, touching on one voyage at *Stenstø*, to *Aalvik*, on the *Indre Samlen-Fjord*. Fine view of the Samlehovd (S.; see below). Near the station is the picturesque *Melaanfos*. We now steam direct to Eide (see below). — Other steamers steer across the fjord from *Østenso* to *Herand*, on the S. side of the bold *Samlehovd* or *Samlekolle* (2058 ft.), round that hill, and, past (14 Kil.) *Vinæs* and *Hesthammer* (previously touching at *Utne* once a week, see below), to the somewhat monotonous —

Graven-fjord or *Granvin-Fjord*. At its mouth, to the right, rises the abrupt *Oxen* (4102 ft.; ascended from the S.E.; fine view, especially of the Sørfjord to the S., and the high mountains to the E.) — At its N. end, where the channel contracts, lies —

5 S.M. **Eide** (**Mæland's Hot.*, a large house 1/4 M. from the pier, R. 2-2 1/2, B. or S. 1 1/2, D. 2 1/4 kr.; *Jaunsen's Hot.*, 3 min. farther, R. 1-1 1/2, B. or S. 1 1/4, D. 2 kr., unassuming; Engl. Ch. Serv. in July and Aug.), a busy place, being the station for Vossevangen, and pleasant for some stay. Interesting walk up the Vossevangen road to the superb *Gravensvand* (1/2 hr.; to the Gravens-Kirke, 4 Kil.; p. 141).

From Eide to Vossevangen or Ulvik, p. 141.

c. The Sørfjord.

STEAMER (Com. 280) from Eide to *Odde* daily in 3-4 hrs. (fare 2.90 kr.); from Bergen to Odde daily in 14-16 1/2 hrs. (10.50 kr.); from Vik i Eidfjord (Com. 282) to Odde daily (3.60 kr.).

Quitting the Gravenfjord (see above), the steamboat crosses the broad *Utnefjord*, the central reach of the Hardanger Fjord, with the Oxen rising astern, to —

2 S.M. **Utne** (*Utne's Hotel*, good), beautifully situated on the S. bank, with a large church. At the back lies a shady valley. The *Hanekamb* (3593 ft.; 2 1/2 hrs.; descent to Grimo, see p. 123, 1 1/2 hr.) affords a fine survey of the Utne, Eid, and Sør Fjords. — Steamer to the Eidfjord, see p. 127.

The Odde steamer passes gaard *Tronæs*, with the headland of *Kirkenæs* opposite, to the E., and enters the —

****Sørfjord** ('south fjord'), running S. for 40 Kil., and narrowing from 2 Kil. to a few hundred yards, which separates the ice and snow-clad Folgefond from the great central mountain-plateau. At the mouths of the torrents their alluvial deposits have formed fertile patches of land, where cherries and apples thrive luxuriantly, especially in the centre and N. parts of the fjord, where it is never

frozen over. The banks are relatively well peopled. The charm of the fjord lies in the contrast between the smiling hamlets below and the wild fjeld above. — The first station is usually —

Grimo (*Pugerud's Inn*, good), on a fertile site on the W. bank. Pretty walks (to the hill of Haugsnæs, 20 min. S.; to Utne, 7 Kil. N. by road).

Opposite Grimo opens the charming *Kinservik* (reached by rowing-boat), with the *Husdal* and the *Thveitafos* and *Nyastølsfos*. A lofty road, with fine views, leads from Kinservik church, skirting the headland of Krosnæs, to Lofthus (a walk of $2^1/_2$ hrs.).

3 S.M. (from Eide; 5 from Ulvik) **Lofthus** (*Hot. Ullensvang*, pens. 4 kr., good, Engl. spoken; Engl. Ch. Serv. in the season), in an orchard-like region on the E. bank, enclosed by a wide girdle of rocks, with a waterfall and view of the Folgefond, is one of the finest points on the Hardanger. A little S. is *Oppedal*, a landing-place where the steamers call once a week instead of at Lofthus. The parish-church of *Ullensvang*, on the S. side of the *Aapo-Elv*, which falls into the fjord here, dates from the Gothic period; fine W. portal; Gothic choir-window, with the head of a bishop at the top, and a weeping and a laughing face right and left. The *Brurastol*, a rocky height above the church, affords an admirable survey of the Sørfjord, N. to the Oxen (p. 122), and S.W. to the Folgefond. A visit to *Bjørnebykset* ('bear's leap'), a fall of the Aapo-Elv, takes $2^1/_2$-3 hrs. from the inn (there and back). Farther off is the *Skrikjofos*, higher but of less volume.

On the opposite bank of the fjord are the large gaards of *Juastad*, *Vilure*, and *Aga*, which last still contains an old hall lighted from above. Above Aga rises the *Solnut* (4833 ft.); beyond it, the *Thorsnut* (5165 ft.). The glaciers of the Folgefond peer down the valleys at intervals. — Next station —

Børven or *Børven*, in sight of the glaciers opposite. The projecting peak of the *Børvenut* (1 hr.) is a fine point of view.

On the W. bank is the *Vikebugt*, with the station of —

Naae and the gaards of *Bleie*. Above fertile fields and gardens protrude the glaciers of the Folgefond, from which waterfalls descend. — From Bleie over the mountains to *Jondal*, see p. 121.

Next on the E. bank are gaards *Sandstø* and *Sexe; Hovland*, with a spinning-mill; *Kvalenæs*, a promontory and gaard.

Espen, a station on the E. bank; with several gaards charmingly situated on the hill.

Then, on the W. bank, *Kvitnaa*, at the entrance to the imposing *Raunsdal*, with the glaciers of the Folgefond in the background. Interesting excursion to the *Raunsdalsvand* and back (6-7 hrs.; bad path). Farther on is *Digrenæs*, with waterfalls. Between Kvitnaa and Digrenæs, on the hill, is gaard *Aase*. Beyond Digrenæs is gaard *Apald;* then *Auen*, with the waterfall of that name, also called *Ednafos*.

On the E. bank, beyond Espen, comes *Fresvik*, with its fine large amphitheatre of wood, its meadows and corn-fields. Opposite Digrenæs are the gaards of *Skjælvik*, in a girdle of hills, and *Stana*, with *Isberg* at a dizzy height above it. Between the *Tyssedalsnut* and the *Thveitnut* opens the *Tyssedal* (electric power station; p. 126). Close to the fjord is a fall of the *Tyssaa*, admirably framed in pine-forest. A group of rocks farther on is called *Biskopen, Præsten og Klokkeren.*

On the W. bank lie the gaards of *Eitrheim*, with the peninsula of *Eitnæs*, and *Tokheim*, with its waterfall and the *Tokheimsnut*, whence a path crosses the Folgefond to the Mauranger Fjord (p. 120). Pleasant walk from Odde to Tokheim (1/2 hr.) by the road on the bank; thence by a path on the hill-side, through orchards, and up to the crest of the peninsula, with an unimpeded view N. and S. (in all, there and back, 3 hrs.).

4 S.M. **Odde.** — *Hardanger Hotel, on the fjord, 2 min. from the pier, with a large hall, pretty dining-room (paintings by Nils Bergslien), baths, and two dépendances, Engl. spoken, R. 1½-3, B. or S. 1½, D. (1.30 p.m.) 2½, pens. 6 kr.; Grand Hot., at the pier, with baths, Engl. spoken, R. 1-2, B. or S. 1½, D. (1.30 p.m.) 2 kr., good; Jordal's Hot., to the W., at the S. end of the fjord, R. 1-1½, B. or S. 1½, D. 2 kr., plain, but good. — On the hill, by the Sandvenvand (see below), with view, 25 min. from the pier (stolkjærre 1 kr.): Hot. Odda, R. 1½-2, B. or S. 1½, D. 2½, pens. 6 kr., with café, good.

Post Office, above the dépendance of the Hardanger Hotel. — Telegraph Office, W. of Hardanger Hotel. — Antiquities and Norw. wares sold by *G. Hellstrøm* (from Stavanger) and *M. Hammer* (from Bergen). — *Engl. Ch. Serv.* in summer at the Parish Church and the Hardanger Hotel.

Carriages: to the Lotefos and Espelandsfos and back, Stolkjærre for 1 pers. 5½, for 2 pers. 8; carr. for 2, 3, or 4 pers. 12, 15, or 17 kr.; to Seljestad (p. 115) and back, kjærre 8 or 11½, carr. 20, 22, or 25 kr.; to Næs on the Suldalsvand (p. 114), kjærre 13 or 19, carr. 35, 45, or 50 kr.; to Dalen on the Bandaksvand (p. 35), kjærre 30.09 or 45, carr. 85, 100, 110 kr. — Guides. *Od Odsen, Lars Olsen Bustetun, Asbjørn Lars Olsen, Nils Aarthun*, and *Magnus Isberg* (speak English).

Odde or *Odda*, at the S. end of the Sørfjord, the terminus of the great routes from Telemarken and the Stavanger Fjord (RR. 5, 17), commanded on the W. by the *Roklenut* and on the E. by the *Raasnaas*, is one of the most frequented places in the Hardanger district. It is very picturesquely situated, but its charm is marred by the factories which have lately sprung up. Of these there are several above the village, S.E., on the right bank of the Aabo-Elv (carbide of calcium, zyanamide, etc.). They are supplied with electric power from the Tyssedal (p. 126), by means of a cable 7 Kil. long, and are connected with the quay by tramway.

The slope which the Telemarken road ascends, skirting the seething falls of the *Aabo-Elv*, is an old glacier-moraine (p. xxxii). To the left, opposite, lie the factories. Fine survey of Odde and the Sørfjord behind us. On the height, by the Hot. Odda, the **Sandvenvand*, the feeder of the Aabo-Elv, is revealed to view. An iron bridge, the *Vastunbro*, crosses the river, 1/2 hr. from Odde,

Excursions. — 1. To the Buarbræ (and back, 4½-5 hrs.; guide unnecessary). Boat to Jordal incl. 3 hrs. of waiting, 1 kr. each person. A road diverging to the right, a little short of the Vastunbro, and leading round the N. end of the Sandvenvand, on the slope of the *Eidesnut*, to (¼ hr.) the mouth of the *Jordal* and the hamlet of that name, is under construction. To the S. towers the *Jordalsnut*. The route into the Jordal passes between the houses and ascends through orchards. Higher up also the valley is remarkable for its rich vegetation (birches, elms, barley, etc.). The abrupt rocks enclosing the valley are clothed with underwood. The bluish-green glacier of the Folgefond forms the background. In ¼ hr. from Jordal we cross to the left bank of the Jordals-Elv. In 50 min. more the stony path passes gaard *Buar* (1050 ft.), on the opposite bank. To the left, high up, is a waterfall. The path, nearly level for about 10 min. more, then ascends to a refreshment-hut. Lastly a rough ascent over the moraine to (6-8 min.) a point opposite the ice-fall of the **Buarbræ**. The glacier is divided by the *Urbotten* rock into two arms, which afterwards unite and form a 'medial' moraine. The Buarbræ has been receding for several years and is inferior to the Bondhusbræ (p. 119), while both are surpassed by the great glaciers of the Nordfjord (pp. 169, 171).

Good mountain-walkers may ascend on the right side of the Buarbræ to the Folgefond, skirt the *Eidesnut* and the *Ruklenut*, and descend past the *Tokheimsnut* to Tokheim and Odde (p. 124), an interesting but fatiguing expedition of 8-10 hrs. (guide 4-8 kr.).

2. To the Lötefos (and back, 7-8 hrs.' walk, 4-5 hrs.' drive). We follow the Telemarken road to the Vastunbro (p. 124) and the E. bank of the Sandvenvand, partly under high rocks and over 'Ur' or rocky débris, enjoying a superb view of the Jordal, with the Buarbræ and Folgefond in the background. Farther on, to the left, is the fine *Kjendalsfos;* opposite is the *Strandsfos*, descending from the *Svartenut*. At the head of the lake, 7 Kil. from Odde, lies gaard *Sandven*. (Walkers may row from the Vastunbro to this point and may order a boat for the return-journey.) The road next passes *Hildal* (328 ft.), where the *Væfos* or *Hildalsfos* descends on the right, and (4 Kil.) *Grønsdal* (reached by a bridge), the starting-point for the ascent of the *Saue-Nut* (about 3940 ft.; splendid view of the Folgefond). The valley contracts to a picturesque ravine ('Djuv'), through which dashes the *Grønsdals-Elv*. To the left is a tablet to the memory of a German naval officer who met his death here in 1897 by falling from his bicycle into the torrent. After about 15 Kil. from Odde we reach, on the left, the ***Lotefos** and the **Skarsfos**, the waters of which unite below, and opposite them the veil-like ***Espelandsfos**, one of the most beautiful waterfalls in Norway. The best point of view is on the hill to the left, just above the road (*Inn*, R. 1½, B. 1½ kr., small, but very fair).

We may now drive up the superb ravine to *Seljestad* (p. 115), 3 hrs. more, a full day from Odde and back.

3. Ascent of the Folgefond from Tokheim and Descent to the Buarbræ (better than in the reverse direction; 10 hrs.; guide 8 kr.). To *Tokheim*, see p. 124. A good bridle-path winds up the Tokheimsdal in $1^1/_2$-3 hrs. to a refuge-hut (3773 ft.) and in 20 min. more to the brink of the *Folgefond*. We then ascend over the snow, passing several rocks marked by Varder, to the top of the hill (5414 ft.), where the view, especially of the Hardanger Vidda (p. 33), is very extensive. We diverge to the S. from the way to Sundal (p. 119), which is indicated by bundles of faggots, and in 1 hr. reach the margin of the snow near the *Eidesnut*, where we have a splendid survey of the whole *Buarbræ*. Then a somewhat toilsome descent over grassy slopes to ($1^1/_2$ hr.) the refreshment-hut at the foot of the glacier, and back to Odde in $1^1/_2$ hr. more (see p. 125).

The *Route over the Folgefond to Sundal* on the Mauranger Fjord (10-11 hrs.; guide 12-16 kr.) is interesting; but as there are few steamers on the fjord, the route is preferable in the reverse direction (p. 120).

4. To the Skjæggedalsfos, 9-10 hrs., there and back (half on foot). Motor-boat on the fjord to *Tyssedal* (p. 124; 40 min.; 1 kr. there and back; ask hours at hotel, or of the boatman). Above the landing-place is an *Electric Power Station*, with huge turbines, driven by water conducted from the Ringedalsvand by a great tunnel (over 100,000 HP.). A good bridle-track, stony at places, ascends the left bank of the *Tyssaa*, through wood, affording beautiful views of the fjord and the Folgefond behind us. We pass several small falls and sweep round a wild gorge, in which the Tyssaa disappears. We descend to the stream again, and ($1^1/_2$ hr. from Tyssedal), near a waterfall, cross to the right bank. In $^1/_2$ hr. more we reach gaard **Skjæggedal** (pron. sheggadal; good inn, Engl. spoken; order meal for return, D. $2^1/_2$ kr.). On the left the *Mogelifos* descends from the *Mogelinut*, and on the right is the *Vaséndenfos*, the discharge of the Ringedalsvand (about 1300 ft.). We pass the *Vetlevand* ('small lake') and in 20 min. more the picturesque and exquisitely clear *Ringedalsvand* (1430 ft.; motor-boat in 40 min., to the fall, and back, 2 kr.), with the huge *Einsætfjeld* on the S. The lake is 6 Kil. long; the voyage to its head takes $^3/_4$ hr.; halfway the Folgefond becomes visible behind us. Beyond a projecting rock on the right ('Klumpen') we see the great fall in the distance; then, high up on the left, the graceful *Tyssestrenge*, falling from a sheer rock. From the landing-place we have a rough climb of $^1/_4$ hr., through 'Ur', to the foot of the ****Skjæggedalsfos**, a superb waterfall 525 ft. high. Though less imposing, it is much more picturesque than the Vøringfos (p. 128). In summer the volume of water is scanty, but when the snow is melting ('Flomtid'), or after heavy rain, the effect is very grand.

From Odde over the Hardanger Vidda to Vik i Eidfjord: four day's walk (take provisions and sleeping-rugs; guide, *Jørgen Freim* of Odde). 1st Day, by the *Einsætfjeld* and *Mosboden* to the shooting-hut of *Langerashorden*; 2nd Day, to the *Litlos Sæter*; 3rd Day, to gaard *Vivertid* (bed 1 kr.; no food), 4th Day, to the *Fosli Hotel*, Vøringfos, and Vik (p. 127).

d. The Eidfjord.

Steamer (Com. 282) from *Eide*, where passengers by the Odde and Bergen steamer change, to *Vik*, on week-days in 2 hrs. (fare 2.10 kr.; once a week viâ Utne in 4 hrs.); to *Ulvik* in 3-4 hrs. (2.10 kr.; from Vik to Ulvik 1.20 kr.).

The **Eidfjord** or *Øifjord*, the eastmost branch of the Hardanger Fjord, is enclosed by bold rocks. The steamer calls when required at *Ringøen*, *Djønne*, and *Valluvik*. Beyond the *Busnæs*, with gaard *Bu*, and the *Bunut* rising behind it, the *Osefjord* diverges to the left (p. 129). The steamer passes its mouth. On the right towers the *Skoddalsfjeld*. At the mouth of the valley running inland between the Skoddalsfjeld and the *Rullenut* lies *Erdal*, with a sawmill and a group of houses, where moraines and ancient waterlines are observable. On the N. side of the fjord rises the snow-clad *Onen* (p. 129). Facing us rises the bare *Vindaxlen*. Between the Onen and Vindaxlen opens the *Simodal* (called at by few steamers), above which peers the snowy plateau of the Hardanger Jøkul (p. 41). Near Vik, on the S.E. bank of the fjord, is the house of the painter Nils Bergslien.

5 S.M. (from Eide) **Vik** *i Eidfjord*. — Vøringfos Hot., R. 1½-2, B. or S. 1½, D. 2 kr.; Engl. spoken; in the dining-room are paintings by Nils Bergslien. *Engl. Ch. Serv.* in the season. — Skyds to the Maabøvand 1 pers. 2.55, 2 pers. 3.75; there and back 5.10, 7.50 kr.; if horse be ridden on to the Fosli Hotel, 4 kr. more. Those who do not go beyond the Fos should take provisions with them. — Guide for long excursions, *Halsten H. Møgletun*, of Sæbø (see below).

Vik, grandly situated at the S.E. end of the Eidfjord, is a good starting-point for several fine excursions. The (10 min.) church of *Eidfjord* stands on a moraine ('Vòr'), 1 M. broad, which separates the fjord from the Eidfjordsvand. The effluent of the latter forces its way through the moraine.

To the Vøringfos, and back, a walk of 8-9 hrs. (Skyds to the Maabøvand, see above.) The road skirts the river to the *Eidfjordsvand* (42 ft.; 5 Kil. long; 246 ft. deep), a lake enclosed by abrupt rocks, and follows its W. bank, being largely hewn in the rock. Beyond two short tunnels we see gaard *Kvam* ('basin') on the hill above, from which falls the *Kvamfos*. Opposite rises the *Eidfjordsfjeld*. At the head of the lake we cross the *Bygdar-Elv (Hjælmo-Elv)*, which issues from the *Hjælmodal* (p. 128).

7 Kil. *Sæbø* and other gaards *(Møgletun*, *Lilletun*, *Varberg*, *Røise)* lie on a small fertile alluvial plain, watered by the Bygdar-Elv and by the *Bjoreia*, which issues from the wild *Maabødal*. The road ascends the Maabødal, at first on the left, then on the right bank of the Bjoreia, past gaard *Treito*, where the river has pretty falls, to gaard *Maabø* (820 ft.; 7 Kil. from Sæbø). It crosses the river 1½ Kil. farther, and ends for the present beyond the *Maabøvand*, 25 min. from Maabø. A good bridle-path leads in ¾ hr. more (passing the path diverging to the right to the Fosli Hotel,

see below) to the **Vøringfos, the roar of which has long been audible. A suspension-bridge carries us close to the fall. The Bjoreia plunges in a single leap of 535 ft. into a narrow abyss enclosed by sheer rocks on three sides. Dense spray constantly rises from the seething cauldron, forming a cloud above it, with beautiful rainbow-hues, especially in the afternoon.

High above the fall is the conspicuous **Fosli Hotel** (ca. 2300 ft.; R., B., or S. 1½, D. 2 kr., very fair). The path to it diverges from the Vøringfos path, ¼ hr. short of the Fos, crosses the Bjoreia by a wire bridge, and reaches the hotel in 1-1¼ hr. Two points on the brink of the ravine, protected by railings, afford splendid views of the fall.

The Fosli Hotel is a centre for interesting excursions. One of the finest is the passage to the *Simodal* (to Tveit 5½-6½ hrs; guide 4-5 kr.). We cross the marshy plateau between the *Store* and the *Vetle Ishaug* (about 4270 ft.), or we may make a slight détour over the latter. In 1½ hr. a fine *View is disclosed of the great Hardanger Jøkul, whose glaciers send down streams to the Rembesdal on the W. and the Skykjedal on the S. The top of the Rembesdalsfos is also visible. The old route to the Simodal bears to the left; we keep to the right, at first without a path, and soon reach the new route. We descend straight for about 20 min. to the margin of the Skykjedal, where we obtain a magnificent *View of the upper *Skykjefos* (see below). — We then return to the top and go in the direction of the new path, crossing the *Skykjedals-Elv* (difficult in wet weather, when the old path is better). We skirt the upper margin of the valley to (20 min.) the new path (Bakkelaupet, see p. 129), winding down the green slope to (1 hr.) the foot of the Skykjefos, of which it affords a good view. Then down the valley to (¾ hr.) *Tveit* and (1 hr.) the pier of *Simodal*, whence we row to (1 hr.) Vik (p. 127).

With a guide, and in 5½ hrs. more, we may include the Dæmmevand, bearing to the left from the Bakkelaupet along the slope; comp. p. 129.

Another good excursion from the Fosli Hotel crosses the plateau to the S., by gaard *Høl*, the *Skisæter*, and *Bærrastøl*, into the imposing *Hjælmodal*, which a good path descends to Sæbø (8-9 hrs. in all). — To the *Krækja-Hytte* and *Haugastøl* on the Bergen line, see p. 40. — Over the Hardanger Vidda to *Brøsterud* in the Numedal, see p. 33. — To the *Rjukanfos* (3 days), p. 30. — A spare day at the Fosli Hotel may be spent in visiting one of the reindeer-herds pastured on the neighbouring hills (3-4 hrs).

To the Simodal, a splendid day's excursion (10-12 hrs.; guide to the Skykjefos 4, Rembesdalsfos 5, Dæmmevand 7 kr.; provisions necessary), which may be begun from the Fosli Hotel and ended at the Bergen railway. The E. end of the Eidfjord is a narrow creek, where the steamer calls two or three times a week, but it is generally visited by rowing-boat from Vik (5 Kil., in 1 hr.). Before landing we see N. into the *Ausdal*, in which rises a curious isolated rock. We land near gaard *Sæd*, on an old moraine (good quarters at Torstein T. Tveit's).

A road ascends the **Simodal** to the gaards of *Mehus*, and then leads across a bridge to *Tveit* (5 Kil. from Sæd). We now ascend the right bank of the torrent by a bridle-path. Rich northern vegetation. A view of both ends of the valley (N.E. and S.E.) is soon disclosed. After 1 hr. we cross the stream formed by the huge ***Skykjefos**, which falls from a height on the right (1150 ft.) in a sheer leap of 650 ft. We then ascend to the right in windings by a new path called 'Bakkelaupet'. A path to the left, 1 hr. from the bridge, leads to the N.E. end of the valley, where the copious **Rembesdalsfos*, 853 ft. high, is visible. [It takes 1 hr. to reach this Fos; we may then follow a fatiguing path named the Andresstig, which ascends about 1700 steps to (1-1½ hr.) the Rembesdalsvand.] At the top of Bakkelaupet, about 2 hrs. from the Skykje Bridge, the path from the Fosli Hotel joins ours on the right (comp. p. 128). We now mount the slope to the left, enjoying a superb *View of the whole Simodal, to (1 hr.) the *Skaaranut*, high above the Rembesdalsvand, to which descends the *Rembesdals'bræ* or *Rembesdalskaake*. In 1 hr. more we come to the *Tresnut*, and then cross the glacier to (1 hr.) the tourists' hut. — It is more interesting, but longer, to descend rapidly from the Skaaranut to the *Rembesdalsvand* (ca. 3280 ft.), row across to the *Rembesdals-Sæter*, and re-ascend (fatiguing) above the N. margin of the glacier, and past the *Lure Nut*, to the hut.

The tourists' hut by the Rembesdal Glacier, erected in 1900 for the workmen engaged in making the tunnel mentioned below, was enlarged in 1908 and affords good quarters and food. An ascent thence of barely 10 min. brings us to the wild and imposing ***Dæmmevand**, fully 4920 ft. above the sea. Striking contrasts are afforded by the dark-green water with its floating ice, the deep-blue glacier, the dark rocks of the Lure Nut, and the glistening white *Hardanger Jekul* (p. 41), towering above. A tunnel, completed in 1901, affords the lake a regular outlet. Before its construction the water of the lake was sometimes dammed up by a barrier of ice, through which it finally burst, causing great havoc in the Simodal. — The return-route to the Rembesdalsvand, descending thence to the Rembesdalsfos, is less recommended.

From the Dæmmevand to *Finse* or *Hallingskeit* on the Bergen railway 2½-3 hrs.; comp. p. 41.

From Vik we steer down the Eidfjord and into its N. arm, the **Osefjord**, with a grand mountain-background: to the E. the snow-clad *Onen* (5150 ft.), from which the lofty *Døyerfos* descends; N. the majestic *Vasfjæren* (p. 130). On the right, near the entrance, is a fall of the *Bægna-Elv*. A low wooded hill, *Osen*, separates the sombre Osenfjord from the smiling *Ulvikfjord*, which we next enter, soon sighting the gaards thickly clustered round the head of the fjord.

3 S.M. **Ulvik.** — *Brakenæs Hotel, beautifully situated on the fjord, a great resort of tourists, R. 1½-2, B. or S. 1½, D. 2, pens. 5 kr. — Westrheim's, higher up, a good family hotel and pension, R., B., or S. 1½, D. 2 kr.; Ulvik's, adjoining, similar charges, good. — Sronheim's, on the Graven road (p. 142), 20 min. from the pier, plain. — *English Church Service* in July and August.

Ulvik-Brakenæs, charmingly situated, is one of the most attractive places on the Hardanger Fjord. *Brakenæs*, with its church, is the chief cluster of houses among the hamlets and gaards at the head of the fjord, collectively known as *Ulvik*.

Walks. — Follow the road by the Ulvik and Vestrheim hotels, crossing the bridge at the fine fall of the *Tyssaa*, and winding up the *Hyllaklæv*. In ½ hr. we reach the point where the road sweeps round to the left, to avoid the gorge of the Tyssaa. Magnificent *View (still finer at the top, ½ hr. farther on; comp. p. 142). — We may also follow the road on the fjord, S. from the Brakenæs Hotel, for a mile or so, to enjoy the fine view of Ulvik, backed by the Vasfjæren, as we return. The road goes on to (6 Kil.) *Hetlenæs*, where the steamers call when the fjord is frozen.

From the church a road, shaded at first by a fine avenue of limes, birches, ashes, and poplars, leads N.E., past many gaards (*Hagestad*, *Lekve*, etc.), and through meadows dotted with apple-trees, across the hill to the Osefjord (1 hr.). If on the way a boat is offered for the trip to Ose (and back 2½ kr.), it should be accepted, as rowers are not always to be found at the boat-houses. The row all the way back to Ulvik takes 1¾-2 hrs. (3 kr.).

The *Head of the Osefjord (where the steamers do not touch) is enclosed by huge mountains. Opposite the boat-houses just mentioned, to the E., is the lonely gaard of *Segnethveit*, amidst cherry-trees; a little to the S. of it is the 'Stenkirke', a rocky fissure with a low entrance. In ¾ hr. we row to the N. end of the fjord. Provisions should be taken, as *Ose* (tolerable quarters) offers little food. *Anve Osa* is a good guide for excursions in the Osedal.

The wild *Osedal runs inland, between the *Krosfjæren* and *Nipahegd* on the E. and the *Vasfjæren* on the W. It narrows to a ravine. To the *Ose-Sæter*, and thence, between the *Oseskavl* and *Vosseskavl* (right) and the *Gangdalskavl* (left), to *Opsæt* on the Bergen railway, a toilsome walk of 10-12 hrs. (p. 140).

The ascent of the **Vasfjæren** (5355 ft.), and back, takes 12-16 hrs. from Ulvik. *Ole Hakestad* of Lekve (see above) is a good guide (6-8 kr.). We may sleep at the sæter on the *Solsivand*, 1 hr. N. of Lekve, the night before. Splendid view from the top. — From the Solsivand to Opsæt (p. 140), 10-12 hrs.

20. Bergen.

The large Steamers are mostly berthed on the N. side of the harbour by *Bradbænken* and *Fæstningsbryggen* (Pl. B. 2), but some of the British vessels land at the *Toldbod* (Pl. B. 2). The Hardanger Steamboats lie at the *Holbergs-Almenning* (Pl. 5; B, 2); the Sogne and Nordfjord boats by the *Nykirke* (Pl. 6; B, 2). Cabs, see p. 131 (drivers apt to over charge). Porter ('Bærer') to the hotels, 35 ø.-1 kr. — Travellers leaving Bergen by steamboat should ascertain where the vessel starts from. Berths, see p. xviii.

BERGEN
1 : 20.000
Meter
Sandviken
Skudeviken
Sverresborg
Bergenhus
Nordnäs
Observatorium
Fredriksberg
Nykirke
Klosteret
Theater
Engen
Dokken
Johannes K.
Bergens Museum
Laksevaag
Mölen-pris
Frydenbö
Gyldenpris
Stranden
Uren
Holmen
Solheims
Lille Lungegaards
Jernbane-Station
Lungegaards
Vestl. Mus.
Børsen
Post
Kors K.
Haus Mus.
Fiske bryggen
Sukkerhusbryggen
Sydnäs Baden
Druefjeld
Haakonsh.
Wahl T.
Martha K.
Holdbod
Mole
Nordnäs Alm.
Nykirke Alm.
Rosenkrantz Alm.
Tollbod Alm.
Strømkaien
Vågen
Byfjorden
Puddefjorden
1. Bergens Kreditbank C.3.
2. Brandtrygt C.3.
3. Christie's Statue C.3.
Dampskibsselskaber: 4a Bergenske
4. Nordenfjeldske C.3.
5. Hardanger Sönhordlanske B.2.
6. Nordre Bergenhus (Sogn) B.2.
7. Holberg's Statue C.3.
8. Norges Bank C.3.
9. Privatbanken C.3.
10. Raadhus C.3.
11. Teknisk Skole D.3.

Geograph. Anst. v. Wagner & Debes, Leipzig

The office of the Bergenske Co. is at Torv-Almenning 8; branch by Bradbænken; offices of other companies mostly in the Strand-Gade. — The Railway Station (Pl. C, 4; p. 137) is in the S. part of the town, near the Lille Lungegaardsvand; the new station on the Store Lillegaardsvand is to be finished in 1910 (p. 136).

Hotels. *Hot. Norge (Pl. a; C, 3), Ole-Bulls-Plads, with electric light, elevator, and baths, R. 3-15, B. 1½-2, D. (at 2) 3, S. 2 kr.; *Holdt's Hotel (Pl. b; C, 3), between the Torv-Almenning and Engen, an old house, renovated and enlarged, with baths, R. 3-10, B. 1½ 2, D. 3 kr. — Metropole (Pl. m; C, 3), Christies-Gade, at corner of Starvhus-Gade, N. of the public park, with baths, etc., R. 2-5, B. 60 ø. to 1¾, D. 3 kr.; Hot. Boulevard, by the Town Park, to the S. of the Hotel Norge, with baths, R. 3-8, B. or S. 1½-2, D. 2½ kr., good; Smeby (Pl. e; B, 2), Strand-Gade, E. of the Nykirke, two houses, R. 1½-3, B. 1½, D. (2 p.m.) 2½ kr.; Hot. d'Angleterre (Pl. g; C, 3), Raadstue-Plads, opp. the fire-station, R. 1½-4, B. or S. 1½, D. 2 kr., commended; Victoria (Pl. v; C, 3), Starvhus-Gade 10, corner of Christies-Gade opp. Hot. Métropole, with baths, R. 2-3½, B. or S. 1½, D. 2-3 kr.; Hot. Continental (Pl. d; C, 3), Raadstue-Plads 3, R. 1½-2½, B. 1¾, D. 2 kr.

Private Hotels and Pensions (comp p. 9; all well spoken of): *Frk. Ott. Hansen*, Torv-Almenning 12, corner of Valkendorfs-Gade (R. 1½-2-5, B. or S. 1½, D. 2, pens. 4-10 kr.); *Frk. Marie Bech*, Torv-Gade 16; *Fru Beyer*, Smaastraud-Gade 16, pens. 5 kr.; *Fru Dina Levaas*, Smaastrand-Gade 6.

Cafés. *Grand Café (Pl. x; C, 3), opp. Hot. Norge and the public park, dining-rooms on first floor (D. 1-4 p.m.); *Café Boulevard*, with paintings by Bergslien; *Norge's* and *Holdt's Café*, in the above hotels. Music in all in the evening. — *Fløien's Restaur. (Pl. D, 2; p. 136); parties should telephone beforehand; no spirits; on Sun. forenoon beer served with warm meals. — *Bellevue (Pl F, 4; p. 136). — Confectioner: *T. Reimer*, Olaf Kyrres-Gade; *Michelsen*, Starvhus-Gade 5, corner of Olaf-Kyrre's-Gade, by the park.

Tramways (10 ø., incl. change of cars). 1. From the *Nygaards-Bro* (Pl. D, 5; p. 136) by the Nygaards-Gade to the *Torv*, thence by the Øvre Gade to the Mariakirke, and N. to *Sandviken* (Pl. C, 1). — 2. From the Nøstetorv (Pl. B, 3) by Engen and the Torv-Almenning, past the post-office and cathedral, and by the Kalfar-Vei to *Kalfaret* (Pl. E, 4; p. 136.

Carriages. From pier or station into the town, 1-2 pers. 1½, 3-4 pers. 2 kr., trunk 20 ø.; per hour, inside or outside the town, cariole 2, gig for 1-2 pers. 2½, victoria for 1-3 pers. 3, landau-and-pair for 1-4 pers. 4 kr. — For excursions apply to *Christensen*, Gamle Nygaards-Vei 5, and to the hotels and tourist offices: to *Fløien* (p. 136) and back (2½-3 hrs.), cariole 5, stolkjærre 7½, landau 10 kr.; by Fløien (where dinner may be ordered for the return) to the footpath on the *Blaamanden*, 8, 12, 16 kr. (time-tariff for excess if over 4 hrs.); to *Fantoft-Birkelund* (p. 137) and back (3 hrs.) 5, 7, 10 kr.; drive round by Sandviken (p. 136), Fjeldvei, Fantoft, and back (3½-4 hrs.) 9, 12, 16 kr.

Boats *(Fleet)*: across the harbour 10-20 ø. each, according to distance. — **Electric Ferry** (5 ø.) from *Holberg's Almenning* to *Bradbænken* (Pl. B, 2) and from the *Muralmenning* to *Dræggen* (*Dregs-Almenning*; Pl. C, 2).

Post Office (Pl. C, 3), Raadstue-Plads, 8 a.m. to 7.30 p.m., Sun. 8-9 and 5-6. — **Telegraph**, in the Exchange (Pl. C, 3; entrance behind), always open.

Shops. *Hammer*, Strand-Gade 57, antiquities, silver ornaments, pictures (branch in the Torv, corner of Valkendorfs-Gade); *Brandt*, Strand-Gade 51 b, corner of Østre Muralmenning, furs, one of the chief furriers in Norway (branch Torv-Almenning 12, corner of Valkendorfs-Gade); *Hus-Flids-Forening*, Torv-Almenning 12, wood-carvings, embroidery, etc.; *J. Milne Grieg*, Torv-Almenning 16, fishing and sporting requisites; *Sundt & Co.*, Strand-Gade 59-61, tailors for ladies and gentlemen, travelling requisites; *J. L. Nerlien*, Torv-Almenning 16, photographic materials; *C. Kroepelien's Enke*, Strandgade 40, wine and preserved viands; *Reimers & Son*, Smaastrand-Gade 3, near the Post, cigars. — *Newspaper Kiosques* in and near the Torv.

Banks, all in the Torv: *Bergens Kreditbank* (Pl. 1), *Bergens Privatbank* (Pl. 9), office-hours 9.30-12.30 and 4-5.30; *Norges Bank* (Pl. 8), 10-12.

Goods Agents. *Irgens Transport*, Torvgaden.

Baths. *Centralbadet*, Nordal-Bruns-Gade, behind Hotel Norge (closed on Sun.). — Sea Baths at the *Bontelbo*, N.W. of the Fæstningsbryggen (Pl. B, 1); ladies in the forenoon, gentlemen in the afternoon.

Consuls. British, *Edward F. Gray*, Olaf Kyrres-Gade. American, *F. S. S. Johnson*, Olaf Kyrres-Gade; deputy-consul, *Th. Beyer*.

English Church Service in summer.

Tourist Offices. *F. Beyer*, Strand-Gade 2, with bazaar, photographs, dark room, bookstore, etc.; *T. Bennett & Sons* (p. 10), Torv-Almenning 18, also with a large bazaar of Norwegian souvenirs; *Thos. Cook & Son*, Torv-Almenning 20. — Bergens Turist Forening, Director H. Platou, Hansa Bryggeri. — Bergens Fjellmannalag ('mountaineers' club'), Valkendorfs-Gade (president, Mr. Kr. Bing).

Bergen (N. lat. 60°23′), one of the oldest and also most picturesque towns in Norway, with 80,600 inhab., lies on a hilly peninsula and isthmus bounded on the N. by the *Vaagen* and the *Byfjord*, S.E. by the *Lungegaardsvand*, and S.W. by the *Puddefjord*. In the background rise the 'seven hills' which form the cognisance of the city (formerly seven balls): the *Sandviksfjeld* (1286 ft.) to the N., *Blaamanden* (1854 ft.) with the *Fløifjeld* (985 ft.) to the N.E., *Ulriken* (2113 ft.) to the S.E., *Løvstaken* (1558 ft.) to the S., *Damgaardsfjeld* (932 ft.) with the *Lyderhorn* (1300 ft.), to the S.W.; and *Askøfjeld* to the W. The climate is mild and humid, like that of the W. coast of Scotland; the rainfall is 72 inches (in the Nordfjord about 35 in., at Christiania 26 in. only); winter frosts are slight and short; the mean temperature of the year is 45° Fahr. (Christiania, 41°), and that of July 58° (Christiania, 62°). The vegetation in the environs is rich; flowers abound, while grain and fruit ripen fairly well.

The town extends round the spacious harbour, called *Vaagen*, back to the rocky spurs of the Fløifjeld, and over the peninsula of *Nordnæs*, which separates the Vaagen from the *Puddefjord*, and is now spreading S. and E. towards the *Lille* and *Store Lungegaardsvand*. The quarters next the harbour, with its large warehouses ('Søgaarde'), alone retain a mediæval stamp. The houses here are still timber-built, and painted white. The streets are called 'Gader', the lanes and passages 'Smug' or 'Smitter', and the large squares or open spaces 'Alménninge'. Bergen has been repeatedly burned down, as in 1702, a disaster described by *Peter Dass* (p. lvi) in three poems. A water conduit from the Svartediget (p. 137) now diminishes the danger.

The inhabitants of Bergen and of the districts of Nordhorland, Søndhorland, and Voss are noted for their vivacity and sociability. 'Live and let live' is the burden of one of their old songs.

Bergen (from *Bjørgvin*, 'pasture on the hills') was founded by *Olaf Kyrre* about 1075 on the E. side of the present harbour, which once ran inland to the cathedral. The town must soon have become important, as the greatest battles in the civil wars of the following centuries were fought near it. In 1135 *Magnus Sigurdssen* was captured and deprived of his sight here by *Harald Gille*, who in his turn was murdered by *Sigurd Slembe* the following year. In 1154 Harald's son *Sigurd Mund* was slain by his brother *Inge* on the quay of Bergen and in 1164 *Magnus Erlingsøn* was crowned king here. In 1181 a naval battle was fought near the

Nordnæs between kings *Magnus* and *Sverre*; and in 1188 the *Kurlunger* and *Askjeyger* were defeated by Sverre at the naval battle of *Florvaag* (near the Aske). Ten years later during the so-called 'Bergen summer', the rival *Bjerkebener*, under *Haakon Jarl* and *Peter Steyper*, and *Bagler* under *Philipp Jarl* and *Erling Steinvæg*, fought for possession of the town, till the latter were defeated in a great battle near the German church. In 1223 a national diet was held at Bergen, at which *Haakon Haakonssøn's* title to the crown was recognized (p. xlii).

For its commercial prosperity the town was indebted to the HANSEATIC LEAGUE, which established an office here in 1445. Having wrested various privileges from the Danish government, the German merchants gradually monopolized the trade of N. and W. Norway, and forcibly excluded English, Scottish, Dutch, and even the Norwegian traders, from participation in it. Their officials lived in a quarter of their own by the German Quay (p. 134), consisting of sixteen long narrow 'gaards', which served also as warehouses. To diminish the risk of fire, these gaards had only one room at the back with a fire-place. Each was presided over by a 'Byherre', and was divided into several 'Stuer' or separate dwellings. In order to keep the Bergen 'Comptoir' dependent upon the chief seats of the League at Lübeck and Bremen, the clerks were forbidden to marry, and the immorality that prevailed in their quarters became notorious. After an oppressive sway of a century, the Germans were successfully opposed by *Christopher Valkendorf* in 1559, but their Comptoir existed for two centuries more. At length, in 1764 their last 'Stue' was sold to a Norwegian. Even in the 17th cent. the trade of Bergen exceeded that of Copenhagen, and at the beginning of the 19th cent. Bergen was more populous than Christiania.

The FISH TRADE has ever been the chief source of Bergen's wealth, and continues to be so in spite of the growing competition of Aalesund and Christiansund. In May and June occur the first *Nordfar-Stævne* ('north farers' meeting'), when the fishermen of the N. coast arrive with their 'Jagter', deeply laden with cod-liver oil (of five qualities: 'Damp Medicin-tran', 'Medicin-tran', 'blank', 'brun-blank', and 'brun') and roe ('Rogn'); and in July and August they bring 'Klipfisk' and 'Rundfisk'. — Bergen has the largest mercantile fleet in Norway (over 290 steamers). Ship-building also flourishes, as at *Georgernes Værft* on the Puddefjord, *Laksevaag Dampskibsbyggeri* at Laksevaag, and *Bergens Mekaniske Værksted* at Solheimsviken.

The main street is the STRAND-GADE (Pl. B, C, 2, 3), parallel with the harbour, containing the principal shops and offices. (Its W. prolongation leads to the Nordnæs; see p. 134.)

At the E. end of the Strand-Gade lie the TORV and TORV-ALMENNING (Pl. C, 3), running S. from the E. end of the harbour, and separating the old town from the new quarter built since the fire of 1855. Here are the *Exchange* and several large banks. The Torv-Almenning is adorned with a *Statue of Christie* (Pl. 3, C 3), president of the first Norwegian Storthing in 1814. To the N., in front of the Exchange, rises a *Statue of Ludvig Holberg* (Pl. 7, C 3), the poet (b. at Bergen 1684, d. at Copenhagen 1754; p. lvi).

From the Torv, at the head of the harbour, projects a wooden pier called *Triangelen*, at which the fishing-boats land. Interesting fish-market (especially Wed. and Sat., 8-10 a.m.). On the N. the Torv is bounded by the *Meat Market (Kjødbazar)*, on the first floor of which is the *Town Library* (90,000 vols.; reading-room open 12-2 and 5-8). — N.E. runs the Vetrlids-Almenning and S.E. the **Kong-Oskars-Gade, see p. 136.**

To the N.W. of the Torv extends the ***Tydskebrygge** (Pl. C, 2), or the *German Quay*, where the northern fishing-smacks land (see above). Originally built of wooden piles, it was replaced by a stone quay in 1900, and stone warehouses were erected in place of the old timber-built gaards of the Hanseatic League. Of these, however, the one next the Torv, the *Finnegaard*, has been preserved and converted into a *Hanseatic Museum* (Pl. C, 2).

The Hanseatic Museum (daily, 10-6 in June, July, & Aug., 3-4 the rest of the year; Sun., 12-1; adm. 1, catalogue 1 kr.) shows how the gaards were fitted up, and contains a collection of furniture, weapons, etc., mostly of the latest Hanseatic period. On the GROUND FLOOR were the warehouses; on the FIRST FLOOR an ante-room led to the 'Stue', or office of the manager, with his dining-room and bedroom behind; on the SECOND FLOOR were the 'Kläven', or rooms of the clerks and servants ('Byløber). In the court at the back, adjoining *Øvre Gade*, there was a common room ('Skjøtstue'), where alone light and fire were allowed, and where the residents held social intercourse, especially on winter-evenings.

The **Mariakirke** (Pl. C, 2), with its two towers, erected in the 12th cent., enlarged in the 13th, was the Hanseatic church from 1408 to 1766, and German services were held in it down to 1868. The nave is Romanesque, the choir Gothic; the pulpit with its numerous figures and the altar date from the 17th cent. The adjacent *Cemetery* contains German tombstones, ancient and modern.

The Tydskebrygge is continued N.W. by the *Fæstningsbrygge* (Pl. B, 1, 2), the quay of the deep-sea steamers. The entrance to the harbour here is defended by the old fortress of —

Bergenhus (Pl. B, C, 1, 2), with the *Rosenkrants-Taarn* and the *Haakonshal* (free, 11-1; entered from the Fæstningsbrygge, near Brodbænken). The *Rosenkrants* or *Valkendorf's Tower*, originally built by Haakon Haakonssøn, extended by Rosenkrants in 1565, and restored in 1848, consists in fact of two towers, of which the N. is the later. Several balls built into the walls and gilded recall an attempt of English ships to capture the Dutch fleet which had sought refuge in the harbour in 1665. The interior of the tower serves as an arsenal (adm. 25 ø.). The top (bad winding staircase) affords a fine survey of the harbour and the town. Behind this tower is the *Haakons Hal*, of the 13th cent., with a large festal hall (restored). — Above the fortress are the scanty remains of the ancient *Sverresborg* (Pl. C, 1).

On the S.W. side of the harbour, between it and the Puddefjord, the peninsula of **Nordnæs** (Pl. A, 1, 2) projects far into the sea. It is crowned by *Fort Frederiksberg*, now the fire-watch. On the N.W. side of the fort are the *Observatory*, the *Seamen's School*, and the *Hospital*. The conspicuous brick building on the N. side is the *Sømandshus*, an asylum for old sailors and their widows. At the end of the peninsula are promenades with benches and view.

A new quarter with broad regular streets has sprung up around the *Lille Lungegaardsvand* (Pl. C, 3, 4). On the W. side of this

lake lies the small *Town Park*, where a band plays on week-days in summer, 12.30 to 1.30, and usually also 8-11 p.m. To the W. of the park, between the Grand Café (Pl. x) and the Norge Hotel (Pl. a), rises a **Monument to Ole Bull,** the violinist (1810-80), by *Stephan Sinding*, erected in 1901. On the rock-pedestal a northern fairy is playing on a harp, over which water trickles.

To the S. of the Town Park is the **Vestlandske Museum** (Pl. C, 3), built by Henr. Bucher in 1894-97, with a bronze statue of the painter Dahl (p. lix), by Ambrosia Tönnesen, on the façade.

Ground Floor. On the left is the *Fisheries Museum* (Sun., Wed, Frid., 11-2; at other times apply at the office of the Fisheries Co., entered from the Plads of the railway-station). — On the right is a permanent Industrial Exhibition.

On the First Floor is the *Vestland Industrial Art Museum* (daily, 11-2 & 4-6; on Tues., Thurs., & Sat. 25 ø.; other days free): furniture and wood-carvings of the 15-18th cent., gold and silver plate, porcelain, Norwegian tapestry, Hardanger lace, embroidery, silver ornaments, copper and tin utensils, clothing, etc.

On the Second Floor is the *Picture Gallery* (daily 11-12, free; catalogue 20 ø.): paintings by *Bodom, Eckersberg, Tidemand, Gude, Nordenberg, Rasmussen, Fritz Thaulow*, etc. Among earlier works we note: 272. *A. R. Mengs.* Cartoon of the Entombment; 319. *Carstens.* The people of Rügen seeking to purchase freedom from Holstein (drawing) — Here also is the exhibition of the *Art Union* (*Kunstforening*; daily 11-12; 50 ø.).

The Christies-Gade runs S. between the Vestlandske Museum and the *Railway Station*, past the Rom. Cath. *Church of St. Paul*, to the *Sydnæshoug*, a hill on which rises the —

Bergenske Museum (Pl. C, 4), containing antiquarian and natural history collections and a library. The central block was erected in 1865 by Nebelong, the wings were added in 1897-98 by Sparre. Adm. daily, 11-2 and 4-6; 25 ø. on Tues., Thurs., Sat.; other days free

The Ground and Sunk Floors contain Norse Antiquities (good catalogue, with illustrations, by *Lorange*, 50 ø.), chiefly from W. Norway. In the entrance-hall is a large model of the old Hanseatic quarter on the German Quay; on the right, two carved church-portals from the Sognedal; then, ecclesiastical vessels and pictures, a fine altar-piece in carved oak, of the 16th cent., tankards, porcelain, carved furniture (largely Dutch); views, maps, and plans of Bergen; souvenirs of Ole Bull (see above); prehistoric and ethnographical curiosities. — The Natural History Collection (first and second floors; catalogue 25 ø.) comprises a very complete set of specimens of Norwegian birds and marine animals (skeleton of a huge whale, etc.).

The Garden contains a bust of *Dr. G. A. Hansen* (discoverer of the bacillus of leprosy), a large hot-house, a 'Runic Hall', with 'bautastenar' and tombstones, the model of a prehistoric tomb, etc.

On the hill to the W. of the museum rises the conspicuous **Church of St. John** (Pl. B, C, 4), a large Gothic brick building erected in 1890-93 from plans by H. Backer, with altar-piece (Christ in the desert) by Grönvold.

To the E. of the museum is a pleasant villa quarter, through which we pass to the **Nygaards Park** (Pl. C, 4, 5), with fine views. Near the entrance, on the left, is a bautasten in memory of the founders of the park. On the S. side of the grounds, opposite Holmen, are a pavilion where a band plays (Sun., 5-7) and a café. —

Outside the S. gate of the park, on a bay of the Solheimsvik, is an *Aquarium* (Pl. C, 5; Danielssen's Biological Station; open daily, except Sat., from May till the end of August, 11-2 and 4-7; 20 ø.). The salt-water tanks outside contain seals, dolphins, etc.

We may return by tram (p. 131) from the neighbouring *Nygaards-Bro* (Pl. D, 5). Under it is the *Store Strøm*, connecting the Store Lungegaardsvand with the *Solheimsvik* and the *Puddefjord*. The tide flows through this strait.

The Torv is prolonged to the N.E. by the Vetrlids Almenning. Between them, to the S.E., opposite the meat-market (p. 133), runs Kong-Oskars-Gade (Pl. C, D, 2, 3). Here rises the *Korskirke* (Pl. C, 3), or Church of the Cross, founded about 1170 but rebuilt in 1593, containing a memorial stone of the Norwegians who fell in the naval battle of the Alvø (16th May, 1808). — Farther S.E. is the **Cathedral** (Pl. D 3; *St. Olaf i Vaagsbunden*, *i.e.* 'at the end of the harbour'), originally a monastery-church, erected in 1248, rebuilt in 1537, and restored in 1870. It consists of a nave and S. aisle only. Fine Gothic windows and portal in the lower story of the tower. — The Kong-Oskars-Gade (tramway, see p. 131) then passes the *Technical School* (Pl. 11), near which the new railway station is being built, and ends at the *Stadsport* (Pl. D, 3; built about 1630). On the right and left of this lie the old cemeteries of Bergen.

Outside the Stadsport runs the Kalfarvei (Pl. D, E, 3, 4), with its old plantations and remarkably luxuriant gardens, sheltered by the hill rising on the left. On the right are the *Pleiestiftelse*, a hospital for lepers, and the *Lungegaards Hospital* (Pl. E, 4). A little farther on is *Kalfaret*, the tramway terminus (p. 131).

The best view of Bergen and environs (finest by morning-light) is obtained from the ***Fjeldvei** (Pl. D-F, 2-4), a road halfway up the wooded *Fløifjeld* (p. 132). We reach it in 15-20 min. either from the *Vetrlids-Almenning* (Pl. C, 2; tram station; p. 131; No. 1) or from the *Kalfarvei* (Pl. E, 4; see above). From the Kalfarvei there are two routes: one, rather steep, opposite the Pleiestiftelse; the other, easier, but longer, ascends from the tram-terminus (p. 131; No. 2), passing the *Café Bellevue* (p. 131). The finest point is marked by a rounded terrace with benches (384 ft.; Pl. D, 2), above the cathedral. The N. prolongation of the Fjeldvei descends the *Skrædderdal* to the suburb of *Sandviken* (Pl. C, D, 1), whence we return to the town by tram. The whole excursion takes $1^1/_2$ hr.

The view is more extensive from the ***Fløien** (984 ft.; Pl. D, 2), ascended in $^3/_4$ hr. from the Fjeldvei by a winding road. On the top are a large iron vane, which has given its name ('Fløi') to the hill, and a good *Restaurant* (p. 131).

The road winds up for about $^3/_4$ hr. more and ends high above Svartediget (p. 137), with a fine survey of the valley and lakes of Fjøsanger (p. 137), and of the mountainous islets at the mouth of the Hardanger Fjord (best by evening light). A path leads hence to the left up the (20 min.) ***Blaamand** (1854 ft.), the most accessible of the hills round Bergen, commanding a fine open view of the coast-islands and the open sea.

We note also the view from the *Café Knatten*, 20 min. above Café Bellevue (comp. Pl. F, 4), where we overlook the lake *Svartediget*, enclosed by bare rocky hills. The Kalfarvei goes on to the *Store Lungegaardsvand*, and to *Fløen* and *Møllendalen* (Pl. F, 5), near the new cemetery. From either place a steam-launch starts every 1/2 hr. for the Lille Lungegaardsvand.

A trip may be taken from the quay of *Nøstet* (Pl. B, 3) by steam-ferry (every 1/4 hr.; 5 ø., after 9 p.m. 10 ø.) across the *Puddefjord* to *Laksevaag*, with its large shipbuilding-yards and dry docks (p. 132). We then walk to the *Grandal* at the foot of the *Lyderhorn* (1300 ft.), which may be ascended, or else E. along the fjord, passing pleasant villas, to *Solheimsviken* (see below) and the Nygaards-Bro (Pl. D, 5; p. 136).

The ascent of ***Løvstaken** (1526 ft.) from the tram-terminus at the *Nygaards Bro* (Pl. D, 5; p. 131) takes 1 3/4 hr. (there and back 3 hrs.). We cross the bridge, take the first road to the right in *Solheimsviken* (see below), and where it forks follow a path straight on; after 5 min. we turn to the right, and, 100 paces farther, to the left, partly through wood; then by a good zigzag path to the top in 1 1/4 hr.: Extensive panorama; from the height a few paces S. we descry the Folgefond to the S.E.

Another good point of view is **Ulriken** (2113 ft.). Follow the road past the Store Lungegaards-Vand (see above) to (20 min.) its bifurcation; here turn to the left; in 1/4 hr., by a mill, ascend the path to the left, past several gaards, and then in zigzags, steeper, to (1 1/4 hr.) the stone pyramid on the nearer top (1992 ft.).

Pleasant drive (and back, 2 1/2 hrs.; see p. 131) to the estate of **Fantoft**, with its beautiful grounds. An old 'Stavekirke' from Fortun (p. 77) was re-erected here in 1884, freely restored (but without any trace of a Lop, or open arcade: comp. p. 28). The pavilion above commands a fine view of the Nordaasvand. (*Birkelund*, a good restaur., 5 min. from the church.) Fantoft is 1/2 hr. from rail. stat. *Fjøsanger* (ask the way at station when arriving by rail).

To *Solstrand*, a bathing-place near *Os*, see p. 138.

Interesting trip by steamboat (pier by the Muralmenning, Pl. C, 2; fare 30 ø.) to the (1 hr.) **Askø** (Inns *Kongshaug* and *Askø*), a large island in the Skjærgaard, N.W. of Bergen. Ascent of 1/2 hr. to the 'Udsigt' on the *Dyrteig*; superb view of sea and coast.

21. From Bergen by Vossevangen to Myrdal *(Gulsvik, Christiania)*; to the Hardanger Fjord; to the Sognefjord.

Railway. (The W. section of the Bergen-Christiania line was opened as far as Vossevangen in 1882. For the E. section see R. 7.) To *Trengereid* 1 1/4 hr. (fares 2.10, 1.90 kr.); to *Vossevangen* 3 1/2-4 hrs. (expr. 6.40, 4.25 kr.; ordinary 5.30, 3.35 kr.); to *Myrdal* 6 1/4 hrs. (9.40, 6.30 or 7.80, 4.80 kr.). No first class.

From *Vossevangen* much-frequented Roads lead E. to *Eide* and *Ulvik* on the Hardanger Fjord (p. 141), and N. to *Gudvangen* on the Sognefjord (p. 142). A shorter route to the Hardanger is by the new road from *Trengereid* to *Norheimsund* (p. 140). A grand road leads from *Myrdal* to *Fretheim* on the *Aurlands-Fjord* (p. 141); but the steamboat times from Fretheim are less convenient than from Gudvangen.

The railway (views mostly to the left, as far as Voss) passes through a short tunnel and crosses the Store Strøm. — 2 Kil. *Solheimsviken*, the industrial S. suburb of Bergen (see above), lies on the bay of that name at the foot of the Løvstaken (see above). We pass several small lakes. 5 Kil. *Fjøsanger*, with villas, on the

Nordnaasvand (to Fantoft, see p. 137). — 8 Kil. *Hop.* Then a gradual ascent to —

9 Kil. **Nestun** or *Nedsttun* (104 ft.; *Rail. Rest.; Hot. Nestun*), near the marble quarries of *Midtun*. The high level of the line affords a view to the left across the *Nestunsvand* to the slopes of Ulriken. Near Nestun is *Troldhaugen*, formerly the seat of E. Grieg, the composer (d. 1907), now that of his widow.

Branch-Railway from Nestun to (20 Kil.) **Os** or *Oseren* (Nilsen's Hot., Elvig's Hot.), on the *Biørnefjord*, 3/4 M. from the **Solstrand Hotel & Seabath* (Engl. spoken; pens. 5-6 kr.), pleasant for some stay. Fine view over the fjord to the Folgefond (p. 120). Excursions to *Hatviken*, the *Lysekloster* (p. 117), and the *Ulvenvand*. — We may return to Bergen by steamer (Com. 292).

We cross the *Nestun-Elv* by a high bridge (views right and left), turn N.E. into the pretty *Langedal*, and ascend through two tunnels and twice across the river. 15 Kil. *Heldal*, a little S. of the *Grimenvand*. We pass through two tunnels, and skirt the *Haukelands-Vand*. 18 Kil. *Haukeland* (269 ft.). Then a descent, with a good view of the torrent issuing from the lake.

25 Kil. *Arne* (65 ft.), with its church, at the S. end of the *Arnevaag*, a narrow creek of the *Sørfjord*.

29 Kil. **Garnæs** (65 ft.; *Rail. Rest.*), on the Sørfjord. Opposite rises the church of *Haus* on the large *Osterø*. The engineering of the line on the bank of the Sørfjord is very interesting. Many tunnels.

39 Kil. **Trengereid** (50 ft.; quarters at *M. Trengereid's*) is the starting point of the new road to Norheimsund (p. 140; skyds may be ordered beforehand by telephone to meet train). To the S. rises the *Gulfjeld* (3235 ft.; ascent and back 5 hrs.; extensive panorama; guide 4 kr.).

By the *Raunip* (2471 ft.), which the train rounds, the Sørfjord is only 550 yds. wide. Opposite are the church of *Brudvik* and the *Brudviksnip* (2674 ft.). On the *Olsnæs-Ø* is a school. We cross the *Vaxdals-Elv*, which has a fall above the bridge (right) and drives a large mill lower down. 51 Kil. *Vaxdal* (50 ft.; Rail. Rest.). Several tunnels; the longest pierces the *Hættaparti*.

59 Kil. *Stanghelle*. We leave the Sørfjord, cross the *Dalevaag*, skirt the W. bank of that long narrow creek, and ascend the *Dals-Elv*. Steep rocks on the right.

66 Kil. **Dale** *(Rail. Rest.; Gullachsen's Hot.)*, with large cloth-factories, lies at the mouth of the *Bergsdal*.

A good road, passing through several tunnels, leads from Dale by (6 Kil.) *Fosse*, the highest gaard in the Bergsdal, to the *Vikevand*. Thence a rough path by the *Lien-Sæter* and *Rødland* to the (20-22 Kil.) *Hamlegrø Hotel*, on the S. bank of the *Hamlegrøvand* (1940 ft.; 8 M. long; fishing). Thence to the Fiksensund, see p. 121.

Beyond Dale nine tunnels; the *Hyvingen Tunnel* is 1414 yds. long. Charming views of the *Bolstad-Fjord* between these. The train skirts its S. bank.

Lindaas
Storfj.
Snöjen
Ulebru Fj.
Blaavatnshorje
Langeland
Lövdals herden
Myking
Fjeldabb
Østlandingen
Stromle Fj.
Stamnäs
Bolstad
Vangen
VOSS
Vangs Vand
Grimstad
Skjeldalen
Dyslingen
Myklebust
Gelbakken
Grøden
Torfmyr
Alversund
Holsen
Ø. Meland
Lille Meland
Ø. STERØ
Storr Vand
Eggen
Fosmark
Rudaa Fj.
Stortikanus
Blaadt Vand
Kalle Nut
Storevand
Kolset V.
Hjelsegrø
Mund Fj.
Fogla Fjeld
Rörfjeld
Fjeldal
Lilland
Ask
Askø
Arnevaag
Brandvik
Tuns
Arne
Aadland
Kindelf
Fodnes
Blaamanden
Sandviken
BERGEN
Strusshavn
Sartorø
Lyderhorn
Kvarven
Gulfjeld
Skuldrevnæsene
Lövstaken
Livtorfe
Grimen
Thurlf.
Tarabell
Krokes V.
Vikör
Ytre Sandvik
Sandø Nut
Herdla
Skjerjehavn
Ytre Arna
Indre Arna
Stord
Snarøen
Hjelmeland
Ryvarden
Sandvikvaag
Espeland
Tysse
Eidfjord
Vasenden
Ulvik
Hardanger Fj.
Vossevangen
Dale
Bolstadøren
Tvinde
Dyslingen
Myklebust
Gelbakken
Grøden
Torfmyr
Fanitullen
Stanghelle
Vossevangen
Dale
Bolstadøren
Tvinde
Dyslingen
Myklebust
Gelbakken
Grøden
Torfmyr
Fanitullen
Stanghelle

78 Kil. **Bolstad** (29 ft.), at the E. end of the fjord, enclosed by rocky hills. — Eight tunnels. We ascend the left bank of the *Vosse-Elv*, and then skirt the S. bank of the *Evangervand*. Fine views of the wooded hills all the way. Near Evanger, to the left, lies *Fudnæs*, at the mouth of the Tejdal (p. 146).

88 Kil. **Evanger** (50 ft.; *Monsen's Hot.*, well spoken of), at the head of the lake. The village and church lie on the opposite bank of the Vosse-Elv, which here falls into the Evangervand. To the S. towers the *Myklethveitvete* (3740 ft.; ascended from Evanger in 2-3 hrs.: extensive view; guide, Jakob A. Evanger).

We follow the left bank of the Vosse-Elv, cross it, and pass through a short tunnel to (99 Kil.) **Bolken**, at the efflux of the Vosse-Elv from the *Vangsvand* (148 ft.). A suspension-bridge crosses to *Liland's Hotel* (good).

From Bolken by *Grimestad* and *Skjeldal* to the *Hamlegrevand* and thence to the *Fiksensund* (Hardanger, 9-10 hrs.), see p. 122.

Skirting the N. bank of the Vangsvand, we see, to the S., the long crest of *Grausiden* (4273 ft.), partly snow-clad.

108 Kil. **Voss.** — Railway Station to the W. of the village.

Hotels. *Fleischer's Hot., in an open situation outside the village, immediately W. of the station, often crowded, R. 2-3, B. 1-1½, déj. (12 o'cl.) 2, D. (2 p.m.) 2½, S. (8 p.m.) 1½, pens. 5½-7 kr.; baths and Skyds-station. — To the E. of the station, in the village, Vossevangens-Hot., by the church, R. 1½-2, B. or S. 1½, D. 2½, pens. 4-5 kr.; opposite, Præstegaard's Hot., R. 1¼-1½, B. or S. 1¼, D. 2 kr.; Michelsen's Hot., unpretending, at the upper end of the village, far from station. — Also lodgings, indicated by bills. — *Engl. Ch. Serv.* in the season.

Post Office in the main street, about 150 yds. beyond the church. — Telegraph and Telephone, opposite the church, to the N.

Carriages and Skyds to (30 Kil.) Eide, (47 Kil.) Ulvik, (66 Kil.) Stalheim, (48 Kil.) Gudvangen, usually engaged for the whole journey. Carr. and pair for 2, 3, 4 pers., to Eide 11, 16, 18 kr.; to Ulvik 24, 28, 32 kr.; to Stalheim 16, 20, 24 kr.; to Gudvangen 25, 30, 36 kr. (bargain advisable).

Voss or *Vossevangen* (177 ft.), in a fertile region at the E. end of the Vangsvand, is the chief centre of traffic between the Hardanger and the Sognefjord. The stone *Church*, in the middle of the village, dating from 1271-76, contains memorial tablets to pastors of the 17th and 18th cent., a candelabrum of 1733, and a Bible of 1589. L. Holberg, the poet (p. 133), was tutor at the parsonage in 1702. At the upper end of Voss the road divides: left to 'Gudvangen, Sogn'; right to 'Eide, Hardanger'.

About ½ M. W. of Fleischer's Hotel, on the upper road diverging to the right from the Bergen road, is gaard *Fin*, near which is preserved the *Finneloft*, a timber-house built in 1300. ('Loft' or 'Bur' is a two-storied farm-house, as opposed to the 'Stue', or house of one story.) The lower story of the Finneloft is of solid timber, the upper in a more ornate style. There is no inside staircase. The interior contains a few rustic antiquities (adm. 10 ø.).

Walk of 1½ hr. A path leads S. from the church, skirting the upper end of the Vangsvand, partly through pine-woods, to the (10 min.) *Vangdals-Elv*, the E. feeder of the lake, which we cross by boat (5 ø. each pers.). On the left bank we mount to the road ascending the hill, and follow it through wood and across a wooden bridge, and then in sharp winding

to (½ hr.) the *Café Breidablik*. Fine view of Vossevangen and its environs. — The road continues to ascend to (3-4 Kil. from Breidablik) *Herre* and *Rogn* (about 4 Kil. further).

A motor-boat plies on the Vangsvand.

The ascent of the **Lønehorje** (4672 ft.), N. of Voss, is easy and attractive (5, there and back 8 hrs.; guide 3 kr.). A road diverging from the Gudvangen road a few paces E. of the church of Vossevangen leads by *Ringheim* (p. 142) and *Traae* to the *Klepsæter*. Thence a path ascends over pastures and loose stones, rough at places, to the S.W. summit, with a picturesque view of Vossevangen, and then across a slightly sloping snowfield to the higher E. summit, whence the view embraces the mountains N. to the Jostedalsbræ, E. to the Hardanger Jøkul, and S. to the Folgefond. — Another grand view is obtained from the **Hondalsnut** (4783 ft.; ascent also about 5 hrs.).

From Voss, or from Bolken (p. 139), by *Grimestad* and *Skjeldal* (6 Kil.; road thus far), to the *Hamlegrøvand* and to *Østenso* on the Hardanger Fjord, see p. 121.

The train crosses the effluent of the Lundarvand (left; p. 142) by a handsome stone bridge and ascends, affording a view of the Hondalsnut (see above) to the right across the broad valley. Two tunnels. 113 Kil. *Ygre*. Then several tunnels in the *Sverreskar* ravine, which is said to be so named in memory of a perilous campaign of King Sverrir and his Bjerkebener (p. xlii) in a snowstorm in the autumn of 1177. We ascend to the *Rundal*, or *Raundal*, and follow the wooded valley, above the right bank of the winding Rundals-Elv. Numerous tunnels, with glimpses of the slopes of the Hondalsnut on the other side of the valley. 120 Kil. *Grove*, 129 Kil. *Reime*, 138 Kil. *Mjøllfjell*. To the left opens a view of the *Rjoandedal*, the effluent of which passes through a tunnel under the line. The valley contracts. To the right we see into the *Slondal*. Below the line lie the small *Langvand* and *Rundvand*. Trees cease.

150 Kil. *Opset* or *Opsæt* (rustic Inn), in a lonely hill-region, lies near the W. mouth of the *Gravehals Tunnel*, 3⅓ M. long, driven in 1897-1902 through the *Urhovd*, the hill at the head of the Rundal.

Toilsome passes from Opsæt: up the *Slondal* (see above), and round the *Skaarafjeld* to Ulvik (p. 130; 9-10 hrs.); or up the *Gangdal* to the *Vosseskavl* (p. 130); then to the N. end of the Osefjord (p. 130; 10-12 hrs.).

Beyond the tunnel we reach —

156 Kil. **Myrdal** *(Rail. Rest.)*, the highest region of the *Flaamsdal* (p. 144), amid wild scenery, on the N. slope of the *Brjokfjeld*. The *Vatnahalsens-Hotel* (2625 ft.; R. 2, B. or S. 1½, D. 2½ kr., good), 15-20 min. from the station, a good centre for excursions, has a grand view of the Flaamsdal, and also E. up the Myrdal, where the effluent of the Rejnunsvand forms the *Kjosfos* (electric works). Continuation of the railway, see pp. 41-39.

From Trengereid, or Voss, to the Hardanger.

From Trengereid to Norheimsund, 51 Kil., shortest land-route between Bergen and the Hardanger. (Skyds for one pers. 9, 2 pers. 13½ kr.; comp. p. 137.) The road winds up between

the Gulfjeld and the *Kraaen* (2142 ft.), with fine views of the Sørfjord behind, crosses a high plateau, and descends in view of the Samnanger-Fjord.

11 Kil. **Aadland** (*Aadlands-Hot.*, R. 1½, B. or S. 1½, D. 2¼ kr.), prettily situated on the bay of that name in the *Samnanger-Fjord*, where a Bergen steamer plies several times weekly (Com. 292). The road rounds the N. and E. banks of the fjord, crosses the *Egedals-Elv*, and reaches —

8 Kil. *Tysse* or *Tøsse* (Røsseland's Hot.), with its large woollen factory. We then ascend the valley of the Egedals-Elv, past the *Frølandsvand* and the *Egedalsfos*, 289 ft. high, to the *Kvamshaug Hotel* (D. 2 kr.; good).

12 Kil. *Ekeland* (1280 ft.), where horses are usually changed. We descend, with a fine view of the Folgefond (p. 120), through the ravine of ***Tokagjelet**, by a grandly engineered road with many tunnels, and down the beautiful *Steinsdal*, past the *Øfsthusfos*, to —

20 Kil. *Norheimsund*, see p. 121.

From Vossevangen to Eide or Ulvik (3 hrs.', or 5½ hrs.' drive; fares, see p. 139). The Hardanger road diverges at the upper end of the village to the right from the Sognefjord route (p. 142), crosses the *Vosse-Elv*, and ascends on the left bank of the river (in view of the Myrdal railway to the left), through beautiful woodlands and past substantial gaards. It then enters a side-valley, passes gaard *Mæle*, and 11-12 Kil. from Voss reaches its highest point (873 ft.). It descends gradually and crosses the boundary of *Hardanger*. The *Skjerve-Elv*, flowing S., has its dark brown tint from a number of marshy ponds. The upper part of the valley ends suddenly, and the road descends in windings into ***Skjervet**, a deep and picturesque ravine flanked with huge rocks. On the left falls the *Skjervefos* in two halves, the upper veil-like in form. We cross a bridge between the two. Below the bridge is *Café Fosheim*. Rich vegetation and many traces of old moraines.

22 Kil. (pay 25 in opp. direction) *Øvre Vasenden* or *Seim* (*Næsheim's Hot.*, very fair, R., B., S. each 1 kr.), at the N. end of the **Gravensvand** (95 ft.; 3 sq. Kil.; 282 ft. deep), commands a fine view of the lake and of the massive *Næsheimshorg* (3248 ft.) to the S.W. The Oxen (p. 122) is visible to the S.

The Road to Eide skirts the E. bank of the lake, leaving to the left both branches of the Ulvik road (see below) and *Gravens-Kirke*. It is then carried by wooden viaducts and cuttings through the rock past the lower end of the lake, and lastly through the rocky ravine of the *Gravens-Elv*, to —

8 Kil. *Eide* (p. 122).

The Road to Ulvik from Øvre Vasenden (3 hrs.' drive, 4½ hrs.' walk; times given refer to walking), which will repay walkers.

diverges to the left from the Eide road 1/4 hr. from Næsheim's Hotel and ascends in a curve. Beyond a stone bridge over the feeder of the Gravensvand it is joined by the road from Gravens-Kirke, used by travellers from Eide. Walkers may cut off the next long bend. We ascend the valley, above the left bank of the stream. After 3/4 hr. we pass gaard *Dale*, on the opposite side of the valley. In 20 min. more we reach the top of the hill (1125 ft.), where the *Skavskarnut* towers to the left and a marshy brook flows down both sides of the pass. Here we have a fine view S.E., between the *Sotenut* (l.) and the *Kjærringfjeld* (r.), of the Vasfjæren (p. 130). In front lies the *Espelandsvand* (1125 ft.), the N. bank of which the road now skirts, passing the *Espelandsgaard*. To the left, in the depression between the Skavskarnut and the Sotenut, is a fine waterfall, the outflow of which is crossed by the road. As we near the end of the Espelandsvand the snow-clad Onen (p. 129) appears in the background to the right. Beyond the Espelandsvand lies the little *Stokkevand*, drained by the *Tyssaa*, which we cross 1 hr. from the top of the hill. To the right diverges a road to the *Løining-Sæter*. The main road goes straight on, crossing to the left bank at (20 min.) a saw-mill, and recrossing in 20 min. more. Below the bridge the river forms the pretty *Verafos* and plunges into a deep ravine. The Vasfjæren again appears in front, above wooded hills. In 1/4 hr. more we suddenly come upon a delightful *View of the Ulviksfjord and the mountains around it. Below lies the church of Ulvik. The road descends the *Hyllaklev* in long windings, some of which walkers may cut off, and again crosses (3/4 hr.) the Tyssaa, with its fine cascade (saw-mill).

22 Kil. (pay for 29; from Eide for 32) *Ulvik* (p. 130).

From Vossevangen or from Myrdal to the Sognefjord.

From Vossevangen to Gudvangen, 48 Kil., a drive of 5-6 hrs. (fares, see p. 139), partly pleasant for walking. The road ascends gradually, passes under the railway, and skirts the W. side of the *Lundarvand*. On the left, above, 2 Kil. from Voss, is gaard *Ringheim* (p. 140). A rich wooded and grassy region. To the left towers the abrupt Lønehorje (p. 140), on the right the Hondalsnut (p. 140), behind us the Graasiden (p. 139). We pass the small *Melsvand*, on the opposite bank of which is seen gaard *Dukstad* (past which runs another road from Voss, joining ours at Tvinde), and the *Lønevand*, 4 Kil. long. By gaard *Løne* is (left) the *Lønefos*, coming from the Lønehorje and driving a saw-mill. We then ascend the *Vossestrands-Elv*, the feeder of the two lakes. An iron bridge to the right crosses to gaard *Grotland*. A drive of 1 3/4 hr. from Voss brings us to —

12 Kil. *Tvinde* or *Tvinne i Voss* (312 ft.; Tvinde's Hotel, D. 2 kr., good). On the left is the fine **Tvindefos*. The road, now steeper, will repay walkers. The valley is shut in by lofty wooded

slate rocks. About 2 Kil. above Tvinde the Vossestrands-Elv forms a picturesque fall, which the road crosses by the *Asbrække-Bro* (436 ft.; we descend cautiously a few paces to see it). About 4 Kil. farther up, the road returns to the right bank; it passes several gaards and crosses two large streams from side-valleys on the left. The second of these, about 1 Kil. from Vinje, is the *Mærkadals-Elv*, up which a path leads by Aarmot to Vik on the Sognefjord (10-12 hrs.; p. 146). The valley expands.

10 Kil. **Vinje** *i Vossestranden* (738 ft.; **Vinje's Hotel*, R. $1^1/_2$-2, B. or S. $1^1/_2$, D. 2 kr.), in a pleasant site, not far from *Vinje-Kirke*, $1^1/_4$ hr. by carr. from Tvinde. View of the Lønehorje (p. 140) S.W.

The road ascends the course of the river, through a ravine, to the S.W. end of (3 Kil. from Vinje) the **Opheimsvand** (955 ft.; **Framnæs Hotel*, R. 2, B. $1^1/_2$, D. $2^1/_4$ kr.; Engl. Ch. Serv. in Aug.), a lake abounding in fish, and skirts its N.W. bank. Above the wooded hills of the opposite bank tower mountains of light grey syenite, producing a curious effect. To the S. rises the *Malmagrønsnuave* (3610 ft.). The church of *Opheim* and the *Opheim Hotel* (R. $1^1/_2$-2, B. or S. 1.40, D. 2 kr., good) are prettily situated on the lake, about 4 Kil. from Vinje. A tablet on the right, 20 min. farther, is in memory of two Americans who lost their lives here in a carriage accident.

Beyond the Opheimsvand we cross the watershed between the Bolstad and Sogne Fjords. On the right, the *Aaxeln;* then, the *Kaldafjeld* (4265 ft.). We follow the left bank of the *Nærødals-Elv*, which descends to the Sognefjord, and then ascend in a curve, high above the stream, to the —

14 Kil. **Hotel Stalheim** (1122 ft.; R. 2-$2^1{}_2$, B. or S. $1^1/_2$, D. $2^1{}_2$ kr.), at the top of the *Stalheims-Klev*, an abrupt rock about 820 ft. high, at the head of the *Nærødal*. The **View of the deep and sombre valley, and the huge mountains right and left, is one of the grandest in Norway (afternoon light best). On the left towers the blunted cone of the *Jordalsnut* (3610 ft.; see below); on the right the *Kaldafjeld* and *Aaxeln* (see above), all of light-grey syenite. In the distance the background is formed by the hill from which falls the Kilefos near Gudvangen (p. 151). We also enjoy a fine view, S., of the broad valley towards Opheim, whose river forms the Stalheimsfos; but the fall only comes in sight as we descend into the Nærødal (p. 152).

The hill rising N.W. of the hotel is the *Stalheimsnut*, to the E. of which a narrow road ascends a valley N. to (10 min.) gaard *Brække*. Here to the right diverges a fine, but rough mountain path, called **Naalene*. It descends a little, then crosses the gorge whence issues the Sivlefos (p. 152), and skirts the heights, affording a superb view of the ravine of Stalheim. After $^1/_2$ hr. we may return. The path goes on to gaard *Jordal*, from which the *Jordalsnut* (see above) may be ascended (with guide; Anders Olsen Gudvangen or Ole Myren). — The ascent of the *Brækkenipa* takes 2 hrs., there and back; guide 3 kr.

From Stalheim to Gudvangen, 12 Kil., repaying also for pedestrians (2¼-2¾ hrs.; see p. 152; Stolkjærre for 1 pers. 2.04, for 2 pers. 3.06 kr.; carr. for 2, 3, 4 pers. 9, 10, 12 kr.). The steep winding descent to the floor of the valley must be made on foot.

Myrdal and Vatnahalsens Hotel, see p. 140, and comp. Map, p. 43.

The Road to the Aurlandsfjord (20 Kil.; downhill, 2½-3 hrs.' walk) vies in beauty with the Stalheim route. It descends the steep slope in sixteen loops to gaard *Kaardal*, where a path from Opsæt (p. 140) comes from the left. We cross the pretty *Kaardalsfos* by an iron bridge and descend the narrow ***Flaamsdal.** Beyond a tunnel of 132 yds. and gaard *Melhus* the road crosses the stream and runs at some height on the left bank. Gaard *Berekvam* lies below on the right. The valley expands. Cuttings through the rocks have disclosed several large glacier cauldrons. The road is carried to the right bank by the *Høgabro*. High up on the W. slope of the valley, to the left, is the fine *Riondefos*. In a long bend the road then descends to the lowest section of the valley, where the church of *Flaam* lies. Lastly a nearly level stretch of about 3 Kil. to *Fretheim's Hotel* (p. 152).

22. The Sognefjord.

The distance by sea from *Bergen* to *Lærdalsøren* at the E. end of the fjord (starting-point of the Valders and Hallingdal routes to Christiania, RR. 8, 7) is 31 Norwegian sea-miles in a straight direction. The Steamboats take 15½-22 hrs., according to the stations called at. They are well fitted up and have good restaurants (B. 1.40 kr., D. 2 kr.), but berths are limited. Those who have to sleep on board should secure a sofa or a cabin. (Comp. p. xviii.)

The ***Sognefjord** ('Sogne', a narrow arm of the sea), the longest of the Norwegian fjords, measures 180 Kil. (112 M.) from Sognefest to Skjolden, averages 6 Kil. (4 M.) in width, and is 4000 ft. deep at places. Like all the other fjords, it is unattractive at its entrance, where the rocks have been worn smooth partly by the action of the waves and partly by the enormous glaciers which once covered the whole country. The scenery improves as we go E., until the fjord ends in a number of long narrow arms, with banks rising abruptly at places to 4900 ft., from which waterfalls descend. At the heads of the N. branches of the fjord appear the glaciers covering the plateau (Jostedalsbræ, p. 157). In other parts of the fjord the narrow banks smile with orchards, corn-fields, and pleasant dwellings. In grandeur the Sognefjord surpasses the Hardanger, but the scenery of the latter is softer and richer, and its famous waterfalls are superior.

Nowhere in Norway is the rapid decrease of the rainfall from W. to E. so marked as in the Sognefjord. At Sognefest, at the entrance to the fjord (see p. 145) the annual rainfall is about 60 inches, on

Sandfj.
Kupe Fjeldene
Holsen
Førde
Vik
Hästad
Kirkebö
Grove Brä
Jöste Fond
Jöste Vand
Jöstedal
Jöstedalsbræ
Jöstedalsbræen
Jöstedalsfjeldene
Oplagstungene
Fjærland
Gaupne
Sogndal
Leikanger
Vangsnäs
Kvamsö
Hove
Fresvik
Balke
Underdal
Virje Opheim
Arnejord
Aalhus
Jölster
Holsheim
Björya
Snenipa
Bergsäterbræ
Bergsäterbræen
Kvitekol
Skytternaava
Näsnaava
Stolen
Almenipa
Kaldakari
Snenibba
Sneedalsbræen
Sneedalsbræ
Sneedalsvand
Sneedalsfjeldene
Mysterdalsfjeld
Mysterdalsbræ
Tunsbergdalsbræ
Tunsbergdalsbræen
Tunsbergdalsfjeldene
Hughelmsfjeld
Vedalsbræen
Vedalsfjeldene
Vedalsvand
Vedalsbræ

the Fjærlandsfjord (56 M. from the coast) 42, on the Nærøfjord (70 M.) 26, on the Lysterfjord (80 M.) 16, and at Lærdal (87 M.) 13 inches only. In the E. branches of fjord the climate resembles that of inland Europe, with short warm summers and long winters, in which, however, these arms are only partly frozen over.

The following description follows the order of the stations of the Nordre Bergenhusamt's steamers, but their routes vary. One line starts from Bergen (Com. 299), the other (Com. 300) confines itself to the fjord. The distances between the stations are given in Norwegian sea-miles (comp. p. 107).

a. The W. Sognefjord to Balholm and the Fjærlandsfjord.

Bergen Steamboat (Com. 299) five times a week, by *Vadheim* (6¼ 14 hrs.; fare 7-80 kr.), to *Balholm* (Balestranden) in 9-20 hrs. (10.20 kr.). Fare from Bergen to Lærdal 12.60 kr. — The Fjord Steamer (see p. 149) plies only once weekly between Vadheim and Balholm (in 3 hrs.; fare 4 kr.).

Bergen, see p. 130. The voyage to the mouth of the Sognefjord is of little interest. It carries us through the 'Skjærgaard' fringing the district of *Nord-Horland*, which with Sønd-Horland (p. 116) formed the ancient *Hørdafylke*. Beyond the low bare hills in the foreground, worn by glaciers, rise the high mountains in the distance. The steamer threads some very narrow straits.

First come *Alverstrøm* and *Lygren*, rarely touched at. More important is *Skjærjehavn*, at the N. end of the *Sunde*. Then *Eivindvik* or *Evenvik*, on the small *Gulenfjord*, the old meeting-place of the *Gulathing*. This was one of the four great Norse 'Things' or popular assemblies (Frostathing, Gulathing, Borgarthing, Eidsifathing) abolished by King Magnus Lagabøtir (p. xlii).

At the mouth of the Sognefjord lie the *Sulen-Øer*, the 'Solundare' of Frithjof's Saga, a group of islands with hills rising to 1840 ft. (5 Kil. to the left).

On the mainland, to the right, lies the station of *Sognefest* or *Sygnefest*, to the E. of which rises the *Stanglandsfjeld*.

On the N. bank we see the *Lihest* (2470 ft.). Here are the stations of *Bøfjord* and *Lervik*. Beyond the headland of *Værholm* lies *Ladvik* or *Lavik*, the chief place in the W. Sogn district, with a church.

On the S. bank lie *Brække*, on the small *Risnefjord*, and *Trædal* or *Tredal*, on the *Eikefjord;* then *Bjordal*, in the picturesque *Fuglsætfjord*, overlooked by the conical *Graufjeld*. The steamers do not always call at all these stations.

We now steer N. into the pleasant *Vadheimsfjord*.

19 S.M. (from Bergen) **Vadheim** (*Vadheim's Hotel*, R., B., or S. 1½, D. 2¼ kr.) lies at the mouth of two valleys, through the left one of which leads the route to the Nordfjord (p. 161).

On the rocky N. bank lies *Kirkebø*, with its church, a pretty place near the mouth of the *Højangsfjord*. Then *Maaren*, with a

waterfall, and the small *Lonefjord*. Next, *Næse*, or *Nesse*, and *Saye*, with a fine waterfall.

On the S. bank lie *Ortnevik* and *Sylvarnæs* or *Sølvarnæs;* then *Neset*, on the *Arnefjord*, with its fine mountain-background. At these places the steamers call once a week only.

As we steer E., the scenery becomes more striking. The mountains, rising to over 3000 ft., assume picturesque forms and are clothed with vegetation, while snow-fields peep between them. The steamers call at *Kvamsø* on the N. bank once weekly. We next steer S., round a headland at the mouth of the small bay of Vik, where we notice a 'Gilje' and other salmon-fishing appliances.

7 S.M. **Vik** or *Vikseren* (*Hopstock's Hot.*, good) lies in a fertile site at the mouth of two valleys, W. the *Bodal*, and E. the *Ofriddal*, with its branch the *Seljedal*. Snow-mountains form the background; to the E. the Rambæren (p. 149). The old churches of *Hoperstad* and *Hove*, the former a 'stavekirke' (p. 28) of the early 13th cent., the latter in stone, were both restored in 1891.

From Vik we may drive inland about 8 Kil., in one of three directions, to one of three mountain-passes (about 8 hrs. each): — To *Stalheim* (p. 143; passing the Jordalsnut at the end of the route, fatiguing but interesting). — To *Vinje i Vossestranden* (p. 143; towards *Aarmot* the path is destroyed at places, a drawback for bad walkers, but we may drive the last 11 Kil. from Aarmot onwards, passing the Myrkedalsvand). — To *Gulbraa* in the *Exingdal* (with guide), and on to *Næsheim* (quarters); next day over the fjeld to (about 10 Kil.) *Aarhus i Tejdalen*, and by road down the *Tejdal* to *Fadnæs* on the Evangervand (p. 139).

The Sognefjord here turns sharply to the N. In the distance, even from Vik, we see the Vetlefjordsbræ (p. 147). The steam to Balholm takes about $^3/_4$ hr. On our right lies *Vangsnæs*, on a headland where the fjord again turns E. The W. bank being the supposed scene of Frithjof's Saga, as rendered by Tegnér, Vangsnæs is said to have been Frithjof's *Framnæs*.

2 S.M. **Balholm.** — **Hotels** (often crowded). *Kvikne's Hotel, nearest the pier, R. 1½-3, B. or S. 1½, D. 2¼ kr.; *Hôtel Balestrand, a few yards farther, R. 2-2½, B. 1, D. 2, S. 1½ kr., both with bath-houses in the fjord. — Physician, *Dr. Köster*. — *Boats* at the hotels (50 ø. per hr.). — *Engl. Church Serv.* in summer.

Balholm, the chief place on the fertile and highly cultivated *Balestrand*, is beautifully situated to the S. of the mouth of the small *Essefjord*. Its well-wooded environs, its orchards of apple and pear trees, the view over the broad Sognefjord, and the pleasant walks invite to some stay. Norwegian, British, and German visitors abound.

A pleasant road, overlooking the fjord, leads from the hotels, past the *English Church of St. Olaf* (1897) and several houses, to (10 min.) a mound, with a large birch-tree and a modern 'bautasten', marking it as the tomb of King Bele of Frithjof's Saga (comp. above). The road goes on, shaded at places by tall trees, past the villas of the painters A. Norman, Hans Dahl, and others.

Beyond the last, on the bank to the left, is (10 min.) a *Laxvarp* for catching salmon (rfmts. at the *Hygea* chalet). The hilly road ends at (1 hr. from the hotels) gaard *Flesje*, situated among fine trees on the fjord.

Another pleasant walk is W. from the pier on the **Essefjord* to (1/2 hr.) the bridge over the effluent of the Essedal; or we may take a row (2-3 hrs.) on the fjord, with its superb girdle of mountains: to the N. the *Toten* (4593 ft.; ascent 8 hrs.); then the *Furunipa*, separated by the sharp notch of *Kjeipen* from the snow-clad *Guldneple;* farther on, the *Vindreggen* (3870 ft.) and *Gjeiterygen;* and S.W. the *Munkeggen* (4118 ft.; ascent 12 hrs.).

A fine prospect is afforded by the hill above the *Bale-Sæter*, reached in 1 1/4 hr. by a path, steep and stony at places. About 75 paces beyond the Bele mound (p. 146) we cross the meadow to the right, between the houses; then ascend on the left bank of the stream (not across it), through brushwood above the last houses, and to the right beyond the fence. The best point of view is about 1/2 hr. above the Bale-Sæter.

To the N. of Balholm, on the other side of the mouth of the Essefjord, rises the prettily situated church of *Tjugum*. The good road, which leads to it from the landing-place, ascends past the parsonage, and, beyond (1/4 hr.) a path descending to the right, runs on at the same level, affording charming *Views of the Fjærlandsfjord and across the Vetlefjord, with the Jostedalsbræ in the background.

From Balholm to Sande i Holmedal (two days). 1st Day. Row to *Sværen* at the head of the *Sværefjord* (see below; tolerable quarters); then ascend the valley gradually for about 3 Kil.; mount a steep and rough path to the pass of *Sværskard* (2297 ft.; fine view of the Sognefjord behind); ascend a marshy slope to the watershed; descend past the *Torenæs Sæter* (5 hrs. from Sværen) to the *Holme-Vand* in the *Viksdal;* then partly through wood, past the *Lange-Sæter*, across the river, and over marshy ground to *Mjell* (8-10 hrs. from Sværen). — 2nd Day. From Mjell bridle-path to gaard *Hof;* then down the *Eldal* to *Eldalsøren* on the *Viksvand* (p. 162); ferry to *Horsevik*, and thence by road to *Sande* (p. 162; in all, 3-4 hrs. on foot and 1 3/4 hr. by boat).

The finest excursion from Balholm is to the ***Fjærlandsfjord,** which runs inland, N. of Balholm (fjord-steamer to Fjærland daily in 2-3 hrs.), 26 Kil. long, nearly 2 Kil. broad in its S. and 1 Kil. in its N. half. Its banks are less abrupt than those of the Nærøfjord (p. 151). The entrance is commanded by the *Toten* (see above) on the left and the *Storhaugen* (3200 ft.) and *Trodalseggen* (4627 ft.) on the right.

To the left diverges a broad bay of the fjord, branching into the *Sværefjord* and the beautiful *Vetlefjord*. The steamer calls once a week at *Ulvestad*, at the head of the Vetlefjord.

From Ulvestad a road ascends the valley to *Mell*, where we see the *Vetlefjordsbræ* descending from the Jostedalsbræ. The *Melsnipa* (p. 148) to the E. and the *Gotopffeld* or *Gotophest* (5630 ft.) to the N. are said to command superb views. — From Mell a toilsome mountain-route leads to gaard *Grening*, near *Haukedal* (p. 163; 7-8 hrs., with guide).

After the steamer has rounded the headland of *Menæs* we note on the right, above the *Rommedal*, the *Rommehest* (4100 ft.; ascent reputed easy), and on the left the *Harevoldsnipa* (5353 ft.) and the *Melsnipa* (5790 ft.), separated from the *Jorddalsnipa* by the *Jorddalsdal*, behind which appears the snowy Jostedalsbræ. We now obtain a *View of the head of the fjord with its background of snow and ice: first the Suphellebræ, then the Bøjumsbræ; but as we near the Mundal, the latter disappears. On the right lies gaard *Berge*, at the mouth of the Bergedal. (To Sogndal, see p. 150.)

3 S.M. **Fjærland** (**Mundals-Hot.*, R. $1^1/_2$-2, B. or S. $1^1/_2$, D. $2^1/_4$ kr.; Engl. Ch. Serv. in summer), the steamboat-terminus, lies at the entrance to the broad *Mundal*, high up in which is seen the Jostedalsbræ. A granite tablet recalls King Oscar II.'s visit in 1879, and a 'bautasten', 19 ft. high, has been erected to Fru Pavels-Larsen, authoress of many tales in Sogn dialect.

A visit to the glaciers which descend on both sides of the *Skeidsnipa*, a little N. of Fjærland, into the *Bøjumsdal* and the *Suphelledal*, is interesting, but they are far more picturesque when seen from the steamer. We may drive to both glaciers. (Stolkjærre to one, and back, in 3 hrs., one pers. $3^1/_2$, two pers. $4^1/_2$ kr.; to both, and back, 5-6 hrs., 5 or 6 kr.) The road skirts the W. bank of the fjord; at the end of it, on a hill to the right, is gaard *Horpedalen*, with a dashing torrent. To the left, farther on, we look into the Bøjumsdal, with the Jostedalsbræ in the background. About 4 Kil. from Fjærland the road into that valley diverges to the left; that to the Suphelledal crosses the brook and goes straight on.

The ***Bøjumsbræ**, the grander of the two glaciers, is $1^3/_4$ hr. from the fork of the road. The road ascends the right bank, between the houses of *Bøjumsfustene* and *Ødefjord*, and ends at the *Bøjums-Sæter*. Thence we ascend on foot, cross the stream, and in $^1/_2$ hr. reach the glacier (453 ft.).

The ***Store Suphellebræ**, which descends furthest of all the glaciers in S. Norway (to 223 ft. above the sea), is also $1^3/_4$ hr. from the fork of the road. The road crosses the Bøjums-Elv and ascends the *Suphelledal*, past the *Suphelle Gaard*, to a point about $1^1/_2$ Kil. N. of the gaard. Thence a walk of 10 min. to the glacier. About 480 ft. above its base the glacier is divided by a rock into two parts. Of these the upper only is united with the Jostedalsbræ; the lower part is formed of masses of ice which have fallen over the rock.

The **Vetle Suphellebræ**, which has the finest ice, is reached by the path to the right, 5 min. N. of the Suphelle Gaard, crossing the broad Elv, and leading over fallen rocks, which extend to the (2 hrs.) glacier. — A fatiguing walk hence (with guide and provisions) to ($3^1/_2$-4 hrs.) the *Veitestrandsskar*, then down the *Snavedal* to gaard *Stølen*, where the Snauedal joins the valley descending to the Veitestrandsvand; lastly down the latter valley to ($4^1/_2$-5 hrs.) *Nordre Næs*, at the N. end of the *Veitestrandsvand* (p. 155).

The ascent of the **Gretten** (about 5550 ft.), W. of Fjærland, and back takes 8-9 hrs. (guide 5 kr.). Superb view of the fjord and the Jostedalsbræ.

In the Horpedal (p. 148), to which we row in 20 min., a good path leads in ¾ hr. to the picturesque *Horpedalsfos*.

Grand passes from Fjærland cross the JOSTEDALSBRÆ to JØLSTER (p. 163), in 9-10 hrs. (guide 10 kr.). Skirting the Bøjumsbræ, a good path ascends the *Jakobbakkadn* to the glacier in 2½ hrs.; we cross the latter (roped), past the *Kvitevarde* (about 4920 ft.), descend to (1½-2 hrs.) the *Troldvand*, and then follow a recently improved path, through the wild ravine of the *Lündeskar*, to (4½ hrs.) *Lunde* (p. 164), whence we may row in 2¼ hrs. to Skej (two rowers, 4 kr.). — From Fjærland we may walk direct up the Mundal, pass between the Jostedalsbræ and the *Jostefond*, with the *Søknesandsnipa* (4964 ft.) on the W., and then descend through the *Søknesandsskar* to (10-12 hrs.) *Søknesand*.

Guides at Fjærland: *Mikkel S. Mundal* (certificated), *Johs. Mundal*, *Hans Bøjum*, *Henrik Mundal*, and *Anders T. Mundal*.

b. From Balholm to Gudvangen. Aurlandsfjord and Nærøfjord.

The FJORD STEAMER (Com. 300) plies between Balholm and Lærdal four times weekly, touching in both directions at *Gudvangen* (from Balholm 3½-4 hrs.; fare 4 kr.), and also once or twice at *Aurland* and *Flaam*. — The BERGEN STEAMERS (p. xvii; Com. 229) call at *Gudvangen* and at *Aurland-Flaam* twice a week. — The fjord-steamer touches at a few only of the stations mentioned below.

Balholm, see p. 146. Fine view of the Balestrand behind us, with the Langedalsbræ in the background. The first station of the Bergen steamers is *Vangsnæs* (p. 146). The steamer skirts the S. bank of the fjord, above which rise imposing mountains. To the N. is the *Blaafjeld*, from which a waterfall descends.

On the S. bank is *Fedjos* or *Fejos*, with a church, touched at several times a week, whence, through the *Gulsætdal*, we may ascend the *Rambæren* (5250 ft.; grand view of the Jostedalsbræ and the fjord; those who object to mounting so high may turn at the *Kongshøi* or the *Kongsvand*, 2-3 hrs.), and the *Fresviksbræ* (p. 150).

2½ S.M. (from Balholm) **Lekanger**, or *Leikanger (J. Olsen's Hot.)*, lies on the *Sjøstrand*, the fertile and well-peopled N. bank of the fjord. To the W. is gaard *Husebø*, with a tall 'bautasten'. To the E. of the pier are the house of the 'Amtmand', the parsonage, and the church; farther on is gaard *Henjum*, with a 'Stue' (timber house) of the 17th cent.

½ S.M. **Hermansværk** *(Hot. Leikvang)* lies at the mouth of the *Henjumsdal*, through which a day's excursion may be taken N. to the *Gunvordsbræ* (5119 ft.).

The fjord-steamer (Com. 300) steers direct to the mouth of the Aurlandsfjord (p. 150). — The Bergen steamers usually first enter the narrow *Norefjord* to the E. On the left are gaards *Lunden* and *Slinde* (occasional boat-station). On the right is *Fimreite*, on a fertile hill, with the mountain of that name above it (2572 ft.). On 15th June, 1184, Magnus Erlingssøn was defeated and slain here in a naval battle by King Sverre. To the left is the church of *Olmheim*. — Rounding the *Nordnæs*, a spur of the *Skriken* (4118 ft.), we enter the *Sogndalsfjord*, with smiling, cultivated banks. On the left lies gaard *Fardal* (touched at on the return from Sogndal),

at the mouth of the *Øverste Dal* or *Øfste Dal*, whose river plunges headlong into the fjord. On the right rises the Storhougfjeld (see below). To the left is gaard *Stedje* or *Steie* (Frk. Lem's Inn), with its fine orchards.

3 S.M. **Sogndal** *(Danielsen's Hot.*, good; Skyds-station at gaard *Fjærn)*, composed of gaards *Sogndalskirke*, *Hofslund*, *Sogndalsfjæren*, and others, is charmingly situated on a moraine pierced by the *Sogndals-Elv*, with lofty mountains around it: S. the *Storhougfjeld* (4236 ft.; easily ascended; fine view); SW. *Skriken* (4118 ft.), and N. *Njuken* (3190 ft.; easily ascended in 3½ hrs.). Pleasant walk on the bank of the river to the waterfall, with its mills; then S. to the new church, a 'bautasten' by which bears the Runic inscription: '*Olafr konungr saa ut mille staina thessa*' (*i.e.* 'King Olaf looked from between these stones'). Thence to Stedje (see above), with its two large 'Kæmpehouge' ('giant tumuli'), and back to Sogndalsfjæren by boat (1 hr. in all).

From Sogndal to Solvorn (14 Kil.; pay for 19), or to Marifjæren (22 Kil.; pay for 33), by carr. in 3 and 5 hrs. respectively, while the steamboat does not reach these places for 12 or 14 hrs. (comp. p. 153). The scenery will repay walkers also.

From Sogndal to Fjærland (12-15 hrs.). A tolerable road ascends from Sogndal to the *Sogndalsvand* (1542 ft.) and leads on its E. bank to *Gaard Selseng* (17 Kil.). To the W. opens the *Gunvorddal*. From Selseng we may ascend the *Thorstadnakken* (5250 ft.; imposing view of the mountains of the Fjærlandsfjord and of the Jostedalsbræ; E., the Horunger, in clear weather). — From Selseng we may ascend the *Langedal* by a marked path, past several sæters, the highest of them being called *Toftahougstøle*, to the central of the three notches in the mountain (about 4140 ft.), to the left of which rise the peaks of the *Frudalsbræ* (5168 ft.). Then down the *Bergedal* to *Gaard Berge* on the Fjærlandsfjord (p. 148), from which we row in ½ hr. to (3 Kil.) Fjærland.

The steamer returns to the great highway of the Sognefjord, passes the promontories of *Meisen* and *Hønsene*, and steers either E. direct to Lærdal (p. 153), or S. to —

3 S.M. **Fresvik** *(Bøthun's Hot.)*, on a bay formed by the projecting hill of *Nute*, and commanded on the S. by the *Nonhaug* ('non' being 2 p.m., when the sun stands above the hill). Fine view looking back on Lekanger, with the Gunvordsbræ above it. A visit to the *Fresviksbræ* on the *Fresviksfjeld* (5144 ft.), 8-9 Kil. from Fresvik, is interesting.

From Fresvik through the *Tundal*, and across the mountains to the *Jordal* and *Stalheim* (p. 143), takes fully 8 hrs.

Most of the steamers now steer S. between the headlands *Saltkjelnæs* and *Solsnæs* into the ***Aurlandsfjord**, an enormous ravine about 1½ Kil. broad, flanked with sheer precipices 3000-3900 ft. high. At a few spots only dwellings have been erected on alluvial deposits ('Ør', 'Aur'), or are perched high above the lake on some apparently inaccessible rock. On both sides are many waterfalls, either leaping direct, or gliding in streaks of foam over the dark-brown rock, and reflected in the fjord.

Beyond the Solsnæs, on the left, are the buildings of *Buene*, with a timber 'slide'. On the right is *Simlenæs;* farther on, the *Fyssefos*. Then, on the left, *Brednæs* or *Breinæs*, and the mouth of the valley of the *Kolar-Elv*. — To the left, by the promontory of *Nærønæs*, we obtain a superb view of the upper Aurlandsfjord, with its vista of rocky crags (see p. 152).

The headland of *Bejteln* separates the upper Aurlandsfjord from the Nærofjord, its S.W. arm.

The ****Nærøfjord**, the grandest of all the branches of the Sognefjord, is at first 900-1000 yds. in breadth. Soon after entering it we see on the right a waterfall of the *Lægde-Elv*, 985 ft. high. Opposite rises the pointed *Krogegg;* then the *Gjeitegg*. Between these, and afterwards between the Gjeitegg and the *Middagsberg*, we obtain fine glimpses of the snow-clad Steganaase (p. 152) high above. Opposite the Middagsberg, on the right, are several gaards on an old coast-line at the mouth of the *Dyrdal*.

The fjord contracts to a defile about 200 yds. broad, with perpendicular sides. On the right, between the Middagsberg and the *Raueg*, are the gaards of *Styve;* above rise the snow-masses of the *Store Bræ*. Several veil-like waterfalls. On the right, the *Dyrdalsfjeld*. Then, on the left, the *Nissedals-Elv*, descending from the *Skammedalshøidn* (not visible). To the right is a waterfall from the *Ytre Bakken*, forming a double leap far above. The fjord bends to the S. We now see the Nærødal Mts., notably the Sjærpenut (see below), and to the right the fall of the *Bakke-Elv*, with the gaards and the little church of *Bakke* (reached in 1 hr. from Gudvangen by a path which gives a vivid impression of the gloomy solitude of the fjord). Farther on are several waterfalls on both sides; the last (left) is the Kilefos (see below).

4 S.M. (from Fresvik; 8 from Balholm) **Gudvangen.** — **Hotels** (a few min. from the pier): Vikingvang Hot., R. 2, B. or S. 1½, D. 2¼ kr.; Hansen's Hot., R., B., S., each 1½, D. 2¼ kr.; both very fair; English spoken. — *Engl. Church Serv.* in the season.

Conveyances to Stalheim (1¾ hr.) usually at the pier: stolkjærre for 1 pers. 2.55 kr., 2 pers. 3.85 kr.; there and back, incl. stay at the foot of the Stalheimsklev. 5 or 7 kr.; caleschvogn for 2, 3, 4 pers. 10, 12, 14, there and back 20 kr. The scenery will repay walkers, especially in descending from Stalheim to Gudvangen (2½-2¾ hrs.). The view from the top is best by afternoon-light.

Gudvangen is a group of gaards at the head of the Nærøfjord, at the influx of the *Nærødals-Elv*. The enclosing mountains are so lofty and abrupt that the little hamlet never sees the sun in winter. On the E. rises the *Sjærpenut;* W. the *Solbjørgenut*. From the *Kilsbotten*, to the N. of the former, falls the **Kilefos*, 1840 ft. high, beginning with a leap of 500 ft.; to the right of it are the small *Hestnæsfos* and *Nautefos*, whose waters unite below.

The picturesque ***Nærødal**, the inland continuation of the fjord, has the same wild character. The road crosses, ½ hr. from Gud-

vangen, a great 'Ur' (p. xxxix), and then the clear river. On the right bank is gaard *Sjærping*. To the right towers the huge *Jordalsnut* (3610 ft.; ascent, p. 143), composed of light-grey syenite. On the rocky slopes are many traces of the rock-avalanches ('Skred') which have fallen into the valley. The road gradually ascends on the right bank. On the left bank are gaards *Hemre* and *Hylland*. We re-cross ($1^3/_4$-2 hrs. from Gudvangen) to the left bank and reach the foot of the **Stalheimsklev* ('cliff'), which abruptly closes the valley, and where we alight. We now walk up the 'Klev' in sixteen steep zigzags ($^3/_4$ hr. to the top). On the right and left are the *Sivlefos* and the *Stalheimsfos*, two picturesque waterfalls. Superb view at the top of the pass (1122 ft.; see p. 143; carr. fares to Vossevangen, p. 139).

The ***Upper Aurlandsfjord**, which runs S.E. from the headland of Bejteln (p. 151), communicates by steamer two or three times weekly with Lærdal (Com. 299), and once or twice with Gudvangen (Com. 300). To the left, high on the steep E. bank, lie gaards *Horken*, *Nedberge*, and (in a ravine) *Kappadal*. To the right, on the hill, are the *Stege-Sætre*, with two waterfalls near. Then *Underdal*, finely situated, with a church, whence we may ascend by the *Melhus-Sæter* to the *Steganaase* ('terrible nose'; 5660 ft.), the highest peak of the *Syrdalsfjeld*. — Farther on, to the right, rises the long *Flenje-Egg*, with its peaks, the *Jelben* (N.) and the *Flenjanaase* (4836 ft.). The fjord widens. On the left open several deep ravines, first the *Skjerdal*, with the gaard of that name, then the small *Voldedal* and the *Vasbygd*, the chief place in which (and the terminus of one of the fjord-steamers) is —

4 S.M. (from Fresvik or Gudvangen) **Aurland** or *Aurlandsvangen* (*Ellend Vangen's Hotel*, R., B., or S. 1, D. 2 kr., tolerable), with its little stone church. — A road ascends the valley of the *Aurlands-Elv* (abounding in fish) to the (6 Kil.) *Vasbygdvand* (p. 44).

From Aurland to Tønjum in the Lærdal (2 days). 1st Day: steep ascent of nearly 4000 ft. between the *Blaaskavl* (5817 ft.; 6 hrs. from Aurland; fine view) on the N. and the *Høiskarsnut* (4488 ft.) on the S.; then, leaving the lofty *Hodnsnipe* to the left, to the *Hodn-Sæter* (8 hrs.). — 2nd Day: to the *Skaale-Sæter* and up the *Barshøgda* (4627 ft.): fine view as far as the Horunger, and of the Jøranaase with the Troldelifjeld. Then down a rough sæter-path to the (7 hrs.) church of *Tønjum*, 10 Kil. by road from *Lærdalsøren* (p. 153).

Once or twice a week a steamer goes on to the head of the fjord, grandly encircled by mountains, and stops at —

1 S.M. **Flaam** (*Fretheim's Hot.*, R. $1^1/_2$ kr., tolerable), with the large gaard of *Fretheim*, at the mouth of the *Flaamsdal*. Up that valley leads the road to Vatnahalsen and Myrdal, already described (p. 144).

The walk up to (19 Kil., by skyds, pay 27) Vatnahalsen is uphill almost all the way: to the *Høgubro* $1^1/_2$ hr., *Melhus* $1^1/_4$, *Kaardalsfos* $^3/_4$, *Vatnahalsen* 1 hr.

c. From Balholm or from Gudvangen to Lærdalsøren.

Steamer (Com. 209, 300) from *Balholm* to *Lærdalsøren*, by *Sogndal* or by *Gudvangen*, 8 times a week in 7-12 hrs. (fare 4 kr.). — From *Gudvangen* to *Lærdalsøren*, 6 times a week in 3-6 hrs. (fare 4 kr.).

From Balholm and from Gudvangen to the mouth of the Aurlandsfjord, see pp. 149, 150. — The steamer rounds the *Saganæs*, the base of the *Holten*, and sometimes calls at the substantial gaard of —

Ytre Frøningen. On a green plateau, about 400 ft. higher, is the school of this scattered district.

From Ytre Frøningen the "**Blejan** ('the sheet'; 5560 ft.) may be ascended in 6-7 hrs. (rather steep): superb view of the Sognefjord, the Jostedalsbræ, Horunger, Jotunheim Mts., the Hallingdal, and Voss. The fjord itself is best seen from the brink of the *Lemegg*, an almost sheer precipice of 4900 ft. to the N. — An easier ascent is from the *Vindedal* (see below), reached from Lærdalsøren by boat. Best to sleep at the *Vindedals-Sæter*, 1½ hr. above Vindedal and 2-3 hrs. from the top.

To the N. towers the Storhougfjeld (p. 150). We next pass *Indre Frøningen* and the promontory of *Refnæstangen*, a spur of the *Hausafjeld*, behind which rises the Lemegg (see above). We either steer direct to Lærdalsøren, or first N. to —

5 S.M. (from Sogndal) **Amble** (*Husum's Inn*, good), charmingly situated on the crater-shaped *Amblebugt*. A pleasant road leads hence, past the *Amblegaard* (the owner of which, Hr. Heiberg, has a large collection of memorials of the Norwegian family of that name), and along the fjord, to (2 Kil.) *Kaupanger*, beautifully situated. The small 'Stavekirke', with 20 pillars in the nave and 4 in the rectangular choir, probably built about 1200, was unskilfully restored in 1862. Fine elms and ashes.

From Amble to Sogndal (13 Kil.). Beyond Kaupanger the road begins to ascend; superb view looking back on the Sognefjord and the snow-clad Blejan (see above). The road leads through pine-forest to the top of the hill, and then descends past several large gaards (each with 'Stabbur' and belfry) to (7 Kil.) *Eidet* (poor station). A road skirting the *Eidsfjord*, with a view, S., of the slope of the Storhougfjeld, leads hence to (6 Kil.) *Loftesnæs*, a handsome gaard opposite Sogndal, to which we ferry. — To row direct from Eidet to Sogndal (6 Kil.) takes 1 hr. (with two rowers 1 kr. 8 ø.). Herrings abound in the Eidsfjord. The water is fresh on the surface, but salt below.

Leaving Amble, we have a fine view of the Blejan (see above) to the S., and of the Fresviksbræ (p. 150) to the W. in the distance. On the left opens the Aardalsfjord (p. 154). Opposite the headland of *Fodnæs*, on the right, we see into the *Vindedal*, with the *Store Graanase* in the background, and the long *Glipsfjeld* on the E. side. The fjord, now called *Lærdalsfjord*, is bounded on the left by the *Vetanaase* and, farther E., by the *Høganaase* (4900 ft.). On the right, to the E. of the Glipsfjeld, we look into the *Eierdal*. In the foreground are the gaards of *Haugene*.

7 S.M. (from Balholm) **Lærdalsøren.** — Pier 1 Kil. from the hotels (carr. 50 ø. each pers.; with luggage 60 ø.). Those who have to start early from Lærdalsøren may go on board the steamer the night before, but the noise of loading is fatal to sleep.

Hotels: *Lindstrøm's Hotel, three houses with garden, R. 2, B. or S. 1½, D. 2¼ kr.; Kvamme's Hotel, plain, but good. Engl. spoken at both. Physician, *Dr. Möinichen.*

Telegraph Office at the pharmacy, to the right, beyond Lindstrøm's Hotel. — Post Office farther inland, in a red house to the left, near the church. — *Engl. Ch. Serv.* in summer.

Lærdalsøren, shortly called *Lærdal*, the terminus of the Valders route (R. 8), lies on a broad marshy plain at the mouth of the *Læra*, enclosed by bare rocky mountains. View limited. To the E., at the end of the *Oftedal*, on the left, rises the *Haugnaase* (4383 ft.), and on the right the *Frejbottenfjeld*. The village, with 800 inhab., has a doctor, a chemist, and a few tolerable shops. The timber church of 1873 with two towers, lies in a second group of houses 5 min. farther inland. A 'bautasten', 19 ft. high, recalls the wars of 1808-9 and 1813-14.

Walks. A good road leads past the pier and the winter-pier (used when the fjord is frozen) to the mouth of the Kierdal (see p. 153; there and back 1½ hr.). — Up the Lærdal road, past the church, for 35 min.; then to the left over the bridge; next to the right to the hamlet of *Hauge*; lastly to the left to (10 min.) two yellow houses at the foot of the hill, containing the *Fiske-Udklæknings-Apparat* (for fish-breeding), founded in 1899 (fee 15-20 ø.). Near it is the low 'Klokstapel' of the old church of Lærdal.

d. The Aardalsfjord and Lysterfjord.

Steamer (Com. 299) from Lærdalsøren to *Aardal* twice weekly in 2 hrs., also twice weekly by Skjolden in 12 hrs. (fare 1.70 kr.); to *Skjolden* at the head of the Lysterfjord four times weekly in 3½-7½ hrs. (fare 3 kr.); to Marifjæren only in 3-5½ hrs. (2 kr.).

From Lærdalsøren to *Fodnæs*, see p. 153. On rounding the promontory we obtain, to the left, a fine view of the Lysterfjord, with the Haugmælen; in the background is the Jostedalsbræ (p. 157); S.W. towers the Blejan (p. 153).

The entrance of the **Aardalsfjord** is rather featureless. On the N. bank rise the Bodlenakken and then the Brandhovd, between which lie the Ytre and Indre Oferdal (see below). On the wooded S. bank is the station of *Nadviken* or *Vikedal*. We next look into the *Sœheimsdal* to the N., and soon sight the superb mountains encircling —

Aardal or *Aardalstangen* (*Klingenberg's Hot.*, very fair). The little village, with its pretty church, lies partly on an old coast-line (p. xxxii) and partly on deposits from the mountains on the right, at the mouth of the *Aardals-Elv*, which issues from the adjacent *Aardalsvand*. Opposite, to the S., rises the snow-clad *Slettefjeld* or *Middagshaugen* (4436 ft.). Excursion to the *Vettisfos* (1 day; p. 74).

Returning from Aardal, the steamer calls when required at *Oferdal*, the station for the valleys of *Indre* (E.) and *Ytre* (W.) *Oferdal*, between the *Brændhovd* and the *Bodlenakken*. We then round the abrupt Bodlenakken and enter the ***Lysterfjord**, the N.E. arm of the Sognefjord, 40 Kil. long, where the wildest and the

INDRE SOGNEFJORD
Harbarsbrä
Lærdalsøren
Gaupne
Sörhjems Fj.
Nas
Hafslo
Solvorn
Kaupanger
Sogndal
Leirdalsøren
Borgund
Vindhellen
1: 500.000
Norske Mile

most smiling scenery are combined. The glacier-streams give the water of the fjord a milky tinge. On the W. side rises the steep *Haugmælen* (3806 ft.), which may be ascended nearly all the way on horseback. In 2¼ hrs. from Aardal the steamer reaches —

4 S.M. **Solvorn** (*Walaker's Hot.*, pens. 3½ kr., very fair; Skyds-station), finely situated on a W. bay of the fjord, backed by the snow-mountains around the Veitestrandsvand (see below).

A road ascends from Solvorn to the (2 Kil.) *Hafslovand* (456 ft.), the E. bank of which is skirted by the road from Marifjæren to Sogndal (see below). To the N. of the junction of the two roads lies (2 Kil.) **Hillestad** (*Hillestad's Hotel*, well spoken of, R. 80 ø., B. 1, S. 1 kr.; 4 Kil. from Solvorn, pay for 6), where guides and horses are obtained for the ascent of the *Molden* (see below; on foot 3-4 hrs.).

From Hillestad, a road leads by *Hafslo*, with church and parsonage, to (8 Kil.) *Soget*, at the S. end of the *Veitestrandsvand* (640 ft.), a lake 14 Kil. long. Thence by rowing or by motor-boat to the N. end of the lake, where rustic quarters (and probably a guide) may be had at the gaard of **Næs** or *Nordre Næs;* then a walk of 10 hrs. by the Veitestrandsskar to the Suphelledal and to Fjærland (see p. 148). — From Næs we may also visit the splendid **Austerdalsbræ**, to the N., farther up the valley. The path to it leads by the *Tungesæter* (rustic quarters), at the junction of the *Langedal* and the *Austerdal*, to the glacier in 3½ hrs.; then across the lower to the upper glacier, 1 hr. more. We may then, with guide, ascend the glacier and cross the Jostedalsbræ to *Brigsdal* (pp. 170, 169) in 12-14 hrs. Several of Herr Bing's routes across the Jostedalsbræ are marked on the Map at p. 144 (to *Aamot*, see p. 164).

On a tongue of land on the E. bank, opposite Solvorn, lies *Urnæs*, a pretty place where the steamer calls when desired. High above it is the oldest 'Stavekirke' in Norway (see p. 28), possibly of the 11th cent., but the 'Lop' or arcade was removed in 1722. In the vicinity are several large tumuli ('Kæmpehouge'). On the W. bank towers the *Molden* (3640 ft.). On the E. bank, ½ hr. from Solvorn, is gaard *Ytre Kroken*, famed for its orchards (small-boat station, when required). To the N.W. appears the *Hestebræ*, part of the Jostedalsbræ; to the right of it is the Leirmohovd; more to the N. are the Krondal mountains (p. 158). In ½ hr. more we reach —

2 S.M. **Marifjæren** (*Tørvi's Hotel & Skyds-station*, at the pier, R., B., or S. 1.20 each, D. 2 kr., good), prettily situated on the *Gaupnefjord*, the best starting-point for the *Jostedal* (p. 157). On the hill, N.W., is the new church of *Joranger*, where we have a superb view of the fjord and the Feigumsfos (p. 156). To reach it we may take a steep footpath (unpleasant to descend) ascending from the Bygde-Elv bridge; but it is better to follow the Hillestad road (see below) to a (20 min.) bridge, and then ascend to the right (20 min.).

From Marifjæren to Sogndal (22 Kil., pay for 33). This fine route, which will repay walking, leads up the *Bygde-Elv*. On the right, above, lies Joranger. Then past the abrupt Molden (see above). Numerous farms with cultivated fields. *Fet*, with its old church, lies to the right. From the highest point of the road (about 900 ft.) we see the distant snow-mountains S. of the Sognefjord. Descent rather steep, with grand view.

8 Kil. (pay for 14) *Hillestad*, see above.

We skirt the E. bank of the *Hafslovand*, where the road to Solvorn

diverges to the left (see p. 155), and pass through pine-wood, obtaining glimpses of the lake and the Jostedalsbræ to the N. Beyond gaard *Oklevig* the road reaches its highest point, and then descends the winding "*Gildreskreden (Skreien)*. Superb view of the fjord. On our right rushes the *Orre-Elv*, the effluent of the Hafslo lake, forming the *Helvetesfos* and *Fatesprang*. Below, at the N. end of the Sogndalsfjord, lies *Nygeleren*. We now skirt the *Barsnæsfjord*. Oaks, elms, and ashes appear. The fjord contracts. On the opposite bank lies Loftesnæs (p. 153).

14 Kil. (pay for 19) *Sogndal*, see p. 150.

The upper part of the Lysterfjord is grand and picturesque. The steamer passes *Næs*, on the left, and on the right the imposing *Feigumsfos*, which descends from a valley to the N. of the *Rivenaase* (3465 ft.) in two falls, about 650 ft. high. To the N. of the fall rises the *Sørheimsfjeld*; then the *Skurvenaase* (see below).

On the W. bank is *Hojheim* or *Hojumsvik*. Then —

2 S.M. **Døsen** (*Døsen Hot.*), or *Lyster*, as the boatmen call it, charmingly situated, residence of a parson, Lensmand, and physician. Adjacent is the old stone church of *Dale*, with a fine portal. To the left on the hill is a sanatorium for consumptives.

From Døsen we may ascend the *Daledal* by a bridle-track, past gaards *Bringe* and *Skaar* and the sæters of *Vallayjerdet* and *Kvale*, to gaard *Kilen*, the highest in the valley. Then a steep climb over the *Storhougs Vidde* (2602 ft.) to the *Vigdals-Sæter*, and W. through the *Vigdal*, passing the *Buskrednaase* on the right, to the fjeld-gaards *Øvre* and *Nedre Vigdal*. From the latter we cross a hill, descend abruptly to the *Ormbergs-Støl*, and go N. to *Gaard Ormberg* in the *Jostedal* (p. 157), about 27 Kil. from Døsen (a fatiguing walk of 9-10 hrs., with guide).

1 S.M. **Skjolden** (*Thorgeir Sulheim's Inn*, above the pier, to the right, good; carriages meet the steamer), the steamboat-terminus at the mouths of the Fortundal (p. 77) and Mørkereidsdal, is the starting-point for a visit to the Horúnger (pp. 78, 79). By the pier is the conspicuous landing-place for the ice stored in a large cellar a little way inland.

In the sombre **Mørkerejdsdal**, extending about 20 Kil. N. of Skjolden, a road leads past gaards *Skole*, *Bolstad*, *Flohaug*, and *Moen* to *Mørkereid* or *Mørkei* (6 Kil.). Here the valley forks. A steep track ascends the left branch to the *Ausætvand* and skirts the W. slope of the *Skurvenaase* (4504 ft.) to the *Aa-Sæter* (reached also by rowing up the lake), whence we may go N. to the Rausdal (see below). The route to the right at Mørkereid ascends the Mørkerejdsdal, passing the *Knivebakke-Sæter* (left), the *Dul-Sæter*, and the *Dalen-Sæter*, to the *Fosse-Sæter*, at the junction of the glacier-routes from the Nørstedals-Sæter (p. 78) and the Sota-Sæter (p. 86). We cross the river here to the left, and ascend to join the route from the Aa-Sæter to the —

Fjeldsli-Sæter, a mountain-inn kept by *Ole Bolstad*, with the aid of the Norw. Turist-Forening, a good starting-point for several passes and for snow-shoeing on the glaciers. — PASSES (with guide). **1.** (Map, p. 154) Past the *Rausdals-Sæters* and up the E. bank of the streamlet in the *Rausdal* to the frozen *Rausdalsvand*, then to the E. of the *Rivenaaskulen* (6190 ft.) and over the *Kollbræ* down to the *Tværaadal*, and on to the (10-11 hrs.) *Sota-Sæter* (p. 86). Or from the Rausdal we may cross the *Harbarsbræ*, between the *Tværaadals-Kirke* (6830 ft.) and the *Tundredals-Kirke* (6590 ft.), and descend past the *Sotkjarn* to the (12 hrs.) *Sota-Sæter*. — **2.** Past the Rausdals-Sætre, W. over the fjeld, and through the *Martedal* and *Fagerdal* to gaard *Faaberg* in the Jostedal (p. 158).

From Marifjæren to the Jostedal.

The **Jostedal** is a great fissure in a vast plateau of snow and ice, the W. part of which consists of the *Jostedalsbræ* with its branches, while the E. half is formed by the *Spørteglbræ* and several snow-clad peaks or 'noses'. The sides of the valley, rising to 3000 ft., are generally wooded below, and are often broken by transverse rifts, from which torrents and waterfalls descend. At intervals the rifts recede, forming basins bounded by rocky barriers, through which the stream has forced a passage. This excursion takes 1½-2 days, there and back, but in spite of the importance and beauty of the *Nigardsbræ* (p. 158), is scarcely repaying. The road is very hilly. — The **Jostedalsbræ** is the greatest expanse of snow and ice in Europe, being 330 sq. M. in area and 1100-1600 ft. in thickness. A few rocky knolls alone break through the ice-mantle. Into the adjacent valleys it sends down 26 glaciers, of which the longest is the *Tunsbergdals-Bræ* (see below), 14 Kil. long, second only in Europe to the Aletsch Glacier (16 Kil. long). The ice, as everywhere else in Norway, has been receding for several decades, so that the ascent over the glacier-tongues to the great plateau has at places become steeper and more difficult. The passage of these glaciers is only fit for experts with guides.

Marifjæren, see p. 155. The road leads past the precipitous W. bank of the *Gaupnefjord* to (3 Kil.) *Røneid*, at the mouth of the *Jostedals-Elv*, situated, with several gaards, on the alluvial soil of the river opposite the old church of *Gaupne* (note the finely carved portal from an earlier 'Stavekirke', and paintings of the 17th cent. in the interior). Above rises the *Raubergsholten* (2675 ft.).

The road ascends on the right bank of the muddy torrent. The lower part of the valley is well cultivated. We pass an old moraine and cross the *Kværne-Elv*. High and shapeless rocks now flank the road all the way to Leirmo. In front of us rises the *Leirmohovd*. After crossing the *Fondøla* the road turns to the right to the gorge of *Hausadn*. Behind us may be seen the twin peaks of the *Asbjørnnaase* (5270 ft.). From the rocks on the right falls the *Ryefos*. We soon reach the first of the basins peculiar to the Jostedal, named after the gaards of *Leirmo*, on the hill to the left. (From Leirmo we may visit the *Tunsbergdalsbræ*, see above.) We cross the foaming *Tunsbergdals-Elv*. To the right towers the *Kolnaase*. The river expands over the whole floor of the valley.

14 Kil. **Alsmo** lies on an old moraine ('Mo'). We soon enter a gorge called *Haugaasgjel*, in which are the falls of the *Vigdøla*, and pass through the deep and imposing basin of *Myklemyr*, once a lake. To the left rises the *Hompedalskulen* (4823 ft.); in front, to the right, is the Vangsen (see p. 158). Passing gaards *Myten*, *Teigen*, *Øen*, and *Myklemyr*, the road leads through a narrower part of the valley, with the large gaard of *Ormberg* on the right, and enters the basin of *Fossen* and *Dalen*. Beyond another defile, with a bridge leading to Døsen (p. 156), we reach the basin of —

10 Kil. **Sperle** (plain but good quarters, B. 60 ø., D. 1½ kr.). We now cross a rocky height, where we have a fine view of the Liaxlen and the Jostedalsbræ to the N. Beyond gaard *Sperle* is the waterfall of that name, coming from the *Listølsbræ* on the left. Then a steep ascent to the *Nedre Lid*, wooded at the top, and past

the 'Gjel' of that name on the right. A drive of $^3/_4$ hr. from Sperle brings us to the beautiful basin of **Jostedal** (660 ft.), with the church.

On the left we see the *Bakkefos*, descending from the *Strondafjeld*, and near it the *Øvre Gaard*. On the right the *Gjeitsdøla* has three fine waterfalls. To the S.E. rises the imposing *Vangsen* (5713 ft.; ascended from Jostedal in 4 hrs.), with a glacier on its N.E. slope. Between the valleys of *Vanddal* and *Gjeitsdal*, which open to the right, is seen the pyramidal *Myrhorn*, a peak of the great *Spørtegbræ* behind it. Beyond gaard *Gjerdet* we cross the stream issuing from the *Krondal*. Up that valley, on the right, rises the *Haugenaase* (4262 ft.), on the left the *Vetlenibben* and *Grønneskredbræ*. Corn thrives thus far.

The Krondal well repays a visit, from *Kronen* (quarters), at its entrance, to its head beyond gaard *Bergset* (quarters), where three very fine glaciers descend: in the middle the ice-terrace of the *Bergsetbræ*, with (r.) the *Tværbræ* and (l.) the *Grønneskredbræ*. — From the Krondal over the Jostedalsbræ to Loen or Olden (p. 168), 12-15 hrs., a grand but trying route. (Guide, *Johannes Snetun*, in the Krondal, 14-20, porter 10 kr.). From Kronen or from Bergset we ascend the E. side of the *Tværbræ* or *Bjørnesteybræ*, which comes from the N., to the (3 hrs.) *Haugenæset*, between the Tværbræ and the Nigardsbræ, marked by the last 'varde' in the Jostedal (good water). The passage of the glacier now begins. In 1 hr. the Kjendalskrona, the Lodalskaupa, and other Nordfjord Mts. come in sight. In 2-3 hrs. more we reach the first 'varde' on the opposite side. We descend the *Kvandalsbræ* (20 min.), and by a very fatiguing route on its margin, to the *Kvandal* (1½ hr.; p. 171). Or we may follow the Jostedalsbræ farther W. and descend by the *Sundebræ* to *Sunde* on the Oldenvand (p. 169).

We next cross a hill and obtain a fine view looking back. On the further side, 2 hrs.' drive from Sperle, we obtain a splendid general view of the ***Nigardsbræ**, descending between the Haugenaase and Liaxlen. The road passes the *Berge-Sæter* and crosses the Jostedals-Elv. A path diverging to the left before the Berge-Sæter is reached soon crosses the effluent of the Nigardsbræ, and, ill-defined, skirts the N. slope of the glacier-valley. The best view of this famous glacier, so often described by Norwegian and other writers, is obtained about ½ hr. from the Berge-Sæter, from a point where the crest of the lateral moraine juts a little into the valley. The descent to the foot of the glacier is of little interest.

After crossing the Jostedals-Elv we come to gaard *Kroken*, where another steep ascent begins. The road then descends and (3 Kil.) ends at —

17 Kil. (pay for 19) **Faaberg** (1313 ft.; rustic quarters at *Rasmus Larsen Faaberg's*, a good guide, independent of the Norw. Turist-Forening; bed or D. 1, B. or S. ½ kr.). The Forening recommends *Lars Larsen Lien*, at the *Lien-Sæter*, on the opposite bank, reached by a foot-bridge across the river a little short of Faaberg.

From Faaberg through the Fagerdal to the *Mørkerejdsdal*, see p. 156.

From Faaberg over the Jostedalsbræ to Hjelle on the Strynsvand, 13-14 hrs. (two guides 25 kr.). We ascend on the left bank of the Jostedals-Elv, which bends to the N., in 1 hr. reach the *Faabergstølsbræ* on the left, and then (40 min.) cross the stream and ascend in a few min.

to the left to the *Faaberg-Sæter* (1874 ft.; where a night may be spent). We next ascend the desolate *Stordal*, on the right bank of the broad river-bed (were the path over the Handspikje to the Sota-Sæter diverges to the right; see p. 86). Where the valley divides, and the *Stegeholtbræ* descends on the right, we turn to the left and ascend the huge moraine of the *Lodalsbræ*, the lower end of which (about 2970 ft.) we reach in 1¾ hr. from the Faaberg-Sæter. Next a slight ascent over ice almost free from crevasses. Roping only becomes necessary at the top, where the glacier is covered with snow. In front rises the *Brænibba*, an isolated rock. Ice permitting, we continue to ascend on the glacier, but it is sometimes advisable to ascend the rocks of the *Rauskarfjeld* to the right. Opposite us rises the **Lodalskaupa** (6795 ft.), the highest peak in this region. We soon reach (3¼ hrs. from the beginning of the glacier) its highest point, a little to the left of the *Stornaase* (5935 ft.). We then descend on the N.E. margin of the *Erdalsbræ*. Where the glacier descends more abruptly, about 2 hrs. from the top, there begins a narrow path on the rocks to the right. Here we leave the ice after 5½ hrs. Then a steep and rough descent into the broad *Erdal*, where in ¼ hr. we reach the *Lille-Sæter*. Thence in 2¼ hrs., by *Stor-Sæter* and *Greiding*, by a good path to *Erdal* on the Strynsvand, whence we ferry in ½ hr. to *Hjelle* (p. 172). The descent from the Lodalsbræ to *Bødal* on the *Loenvand* takes about the same time, but is seldom made.

A pass, said to be easy, leads from *Faaberg* by the stone hut on the *Liaxlen*, rising N.E. of the Nigardsbræ, or by the Nigardsbræ, then across the Jostedalsbræ, and down to *Bødal* on the *Loenvand* (p. 171).

23. From Bergen to Aalesund and Molde by Sea.

42 S.M. (168 Engl. M.) to *Aalesund*, 51 S.M. (204 Engl. M.) to *Molde*. These official distances are greatly increased by the sinuosities of the steamer's course. The distances given below in Norwegian sea-miles are from station to station.

Steamers (Com. 224b, 227a, 60, 124) almost daily to *Aalesund* in 15-18 hrs. (fares 16.80, 10.50 kr.), to *Molde* in 19-22 hrs. (fares 20.40, 12.75 kr.). Some of the steamers touch at *Aalesund* only, going thence direct to Christianssund and Trondhjem; others call at *Aalesund* and *Molde;* others again at *Florø*, *Moldø*, *Aalesund*, and *Molde;* few touch at the minor stations.

From Bergen to the mouth of the Sognefjord, see p. 145. The *Polletind* (1740 ft.) here rises on the island of *Indre Sulen*.

To the N. of the Sognefjord we skirt the district of *Søndfjord*, which with Nordfjord (p. 165) formed the ancient *Firdafylke*. We steer between the islands of Ytre and Indre Sulen. The scenery improves, and the mountains show more variety. We pass the *Dalsfjord* (p. 162). To the W. lie the *Værø* and the island of *Alden* (1552 ft.), known as the '*Norske Hest*', which pastures upwards of 1000 sheep. The steamboat usually passes to the W. of the lofty *Atleø* (2283 ft.), and steers across the *Stangfjord*, past the headland of *Stavnæs* and the *Stavfjord*, the entrance to the Førdefjord (p. 163). On a solitary cliff to the W. stands the lighthouse of *Stabbensfyr*.

20 S.M. **Florø** *(Salomonsen's Hot.; Fru Olsen's Hot.)* is touched at by most of the large steamers. The thriving little town (680 inhab.) is the trading centre of the *Norddals*, *Eike*, and *Hødals* fjords.

A local steamer (Com. 305) plies once weekly from Florø up the small *Eikefjord* to the station of that name, whence we may penetrate into the

great glacier-region of the *Kjeipen* (4460 ft.; explored by Wm. C. Slingsby), the snowy heights of which are seen (N.) from the fjord.

The Bergen and Nordfjord steamer (p. 165) follows from Florø to Moldø a route similar to that described below, but calls at more stations. It corresponds (Com. 304b) with steamers on the *Gulefjord*, which opens S.E. of Bremanger. From *Kjelkenæs*, on this fjord, we may row to *Rise* (quarters) and walk thence by a wild path, N.W. of the Kjeipen (see above), to the Aalfotfjord (p. 166).

Steering N., we have on the left the islands of *Skorpø* and *Aralden;* then the mountainous *Frøi-Ø*, with *Kalvaag* or *Kallevaag*, a station of the Nordfjord steamers (p. 165). With the *Frøifjord*, the strait between the mainland and the large island of *Bremanger*, begins one of the finest parts of the voyage. In Bremanger is *Berdle* or *Berle*, another station of the Nordfjord steamers. To the right, the grey moss-grown rocks are relieved by a few long slender waterfalls. Soon, to the left, at the N.E. angle of Bremanger, is seen the huge **Hornelen** (3002 ft.), towering almost sheer, ascended on the E. side by K. Bing in 1897. This is the *Smalsorhorn* of the Saga, said to have been visited by Olaf Tryggvason about 1000. In the *Skatestrøm*, a strait to the N. of Hornelen, between Bremanger and the Rugsundø (p. 162), the ebb and flow of the tide produces strong currents.

The steamer crosses the mouth of the *Nordfjord*, affording a fine mountain-view, and (3 hrs. from Florø) reaches —

7 S.M. **Moldø** *(Moldøen Hot.)*, a small island between the mainland and the *Vaagsø*. On the Vaagsø, with its hills 2300 ft. high, lies *Sæternæs* (Sunde's Inn), a station of the local steamers.

We next steer N. through the *Ulvesund*, a strait between the Vaagsø and the mainland; then across the bay of *Sildegabet* ('herring's mouth') and past the *Barmø* and *Seljeø*. On the latter are the ruins of a Benedictine monastery and of a shrine of the Irish *St. Sunniva*, the tutelary saint of Bergen. Sailing vessels had formerly often to lie here for weeks till the wind served for taking them round Stadtland.

The peninsula of **Stadtland** is a hilly plateau 28 Kil. long and 4-13 Kil. broad, stretching far into the sea 'like a huge right hand with a long fore-arm'. The highest point is the *Skræatna*, rising above *Drage*. More conspicuous is the *Kjærring* (1683 ft.), answering to the end-joint of the middle finger. The N. point is called *Stualet*. On the N.E. side rises the *Revikhorn* (1410 ft.). Stadtland is much exposed to storms, and even in summer the sea is often rough.

On Stadtland, opposite the Seljeø, by the church and parsonage of *Hove*, lies *Selje*, a station of the Bergen and Nordfjord steamer (Com. 306), whence we may row up the little *Moldefjord* in 1 hr. to gaard *Eide*. A rather steep bridle-path leads thence in ¾ hr. (pay for 7 Kil.) over the *Mandseid* (about 490 ft.) to *Enerhaugen* on the *Kjødepollen*. Then by boat in 1 hr. to (4 Kil.) —

Aaeim *(Aaeim Hot.)*, near the church of *Vanelven*, at the S.W. end of the *Vanelvsfjord*. Steamboat to Aalesund, by Volden, once weekly (Com. 318; p. 185). Road to Bryggen on the Nordfjord, see p. 166.

The bay on the N.E. side of Stadtland is the *Vanelvsgab*, adjoined on the S.E. by the Vanelvsfjord (p. 160). The steamer passes the *Sandø*, in which is the *Dolstenshul*, a cave 200 ft. above the sea, and the large islands *Gurskø* and *Hareidland*, and sometimes calls at *Herøen*, N. of the Gurskø, at *Volden* (p. 185), and at *Ørstenvik* (p. 185). Next, to the right, lies the large *Sulø*. To the N. appears the *Godø*, with a lighthouse; then, on the right, the island of *Hessen*, with the pointed *Sukkertop*; farther N., the *Valderø*, with a lighthouse and a cave *(Sjong-Hul)*, 120 ft. high, on the S.W. side. Passing the *Stenvaag*, the bare rocks of which are used for drying fish ('Klipfisk', p. 223), we reach, in about 5 hrs. from Moldø, —

15 S.M. **Aalesund,** see p. 184.

The voyage from Aalesund to Molde (fare 3½-4 kr.) is beautiful, especially by evening-light. Beyond Aalesund we have a grand *View of the Sondmøre Mts. (pp. 197-200) to the right, the fissured Jønshorn and the snow-fields of the Kolaastinder remaining long visible. Farther on, to the left, is the *Lepsø*, with the *Rønstadhul*. To the right is the lighthouse of *Gunaviken*. A view of the conspicuous *Skaala* (p. 192) and other mountains N. of the Romsdal is now disclosed. Lastly we enjoy a panorama of the whole Romsdalsfjord. From Aalesund to Molde the large steamers take 3½-4hrs.; the local steamers, with their many stops, take much longer.

9 S.M. **Molde,** see p. 186. — Voyage to Christianssund and Trondhjem, see p. 194.

24. From the Sognefjord to the Nordfjord.

From Vadheim to Sandene (or Gloppen), 124 Kil., a two days' drive: Stolkjærre for 1 pers. 20.91, for 2 pers. 31.38 kr.; Caleschvogn for 2, 3, 4 pers. 55.35, 61.50, 67.40, 73.80 kr. — This is a much frequented route, as the huge Jostedalsbræ (p. 157) precludes any other. The first part being the least attractive, we may take the Søndfjord steamer from Bergen to *Førde* (Com. 303), or we may steam all the way to the Nordfjord.

Good walkers or riders may take the route from Skjolden over the *Sognefjeld* to *Røjshejm* (p. 67) and thence by *Grotlid* to *Stryn* (p. 172). The glacier passes from the *Jostedal* to the valleys of the Nordfjord are fit for experts only, with good guides (pp. 158, 159, 168).

Vadheim (by steamer from Bergen 7-10, from Lærdalsøren 9½-10, from Balholm 3-4 hrs.), see p. 145. Conveyances usually await the steamer.

The hilly road ascends the *Vadheimsdal* (westmost of the two valleys opening here), flanked with rocks 1500-1900 ft. high. The first gaard is *Ytre Dale*, on the left. The road crosses the river and ascends between the *Dregehønip* (left) and the *Fagersletnip* (right; 2995 ft.). On a rock to the left lie the gaards of *Dregehø*. The road then re-crosses the river, skirts the *Lower Yxlandsvand*, and again crosses the river before reaching the dark *Upper Yxlandsvand*

(433 ft.). The watershed is by the gaards of *Aareberge* (535 ft.), lying in a basin to the right, with a small lake. To the N. rises the imposing Kvamshest (see below). Passing gaard *Lofald* on the right, we cross the *Gula* or *Holmedals-Elv*, and soon reach —

16 Kil. **Sande** (*Sivertsen's Hotel*, R. $1^1/_2$-2, B. or S. $1^1/_2$, D. $2^1/_4$, pens. 5-6 kr.; very good; Engl. spoken), with the church of *Indre Holmedal* and several gaards. To the S. rise the *Høgehøi* (2850 ft.) and the more distant *Dregebønip*; W. the *Stensætfjeld* (2470 ft.); N.W. the lofty *Kvandalsfjeld* (3324 ft.).

From Sande a good road leads W., down the left bank of the Holmedals-Elv, to (14 Kil.) the slow station of *Eidevik*, near the church of *Bøgstad* and gaard *Sveen* (good quarters; R. $1^1/_2$, B. or S. $1^1/_4$ kr.) on the Dalsfjord, on which a steamer plies twice weekly (Com. 302; $12^1/_2$-13 hrs. from Bergen). The finest point on the Dalsfjord is *Dale*, on the S. bank, with the *Dalshest* (2333 ft.), the dome-shaped *Kringlen* (2434 ft.), and other mountains. — From Sveen to Langeland (see below), 11 Kil.

From Sande a road leads E., up the Holmedal, to (7 Kil.) the slow station of *Horsevik* on the pretty **Viksvand** (525 ft.), which repays a visit. On an island near the N. bank of the lake is the church of *Hæstad*. From Horsevik to *Vik*, at the N.E. end of the lake, 14 Kil. (by boat). Near Vik is the mouth of the Eldal (p. 147) on the right. — From Vik a road leads through the *Haukedal* to (7 Kil.) *Mostadhaug* on the Haukedalsvand, whence we may row to Rørvik (p. 163).

Beyond Sande the road ascends to gaard *Tunvald* at the base of the *Tunvaldfjeld*. Fine view behind us. We soon sight the mountains of the Dalsfjord (in Søndfjord); in the distance, the *Løkelandshest* (2625 ft.); nearer, the *Kvamshest* or *Store Hest* (4065 ft.), resembling a huge horse's head; below us the wooded basin of *Lundebygden*. We next reach the gaards of *Skilbred*, on the peaty *Skilbredsvand*, whence we view the Kvamshest and the *Lille Hest* (3019 ft.) to the N.E. of it, with a snow-field between them. We pass several pleasant gaards.

12 Kil. (pay for 14 in this direction) *Langeland* (rustic quarters) lies high above the S. end of the *Langelandsvand* ($2^1/_2$ Kil. long), where a road to Sveen on the Dalsfjord diverges to the left. The road to Førde follows the E. bank of the lake, and above the *Bækkevand* reaches its highest point (1119 ft.); it then descends in windings into the valley of Førde and to the Førdefjord. Walkers may avoid the windings by short-cuts, but should not wander too far from the road. To the left rises the *Solhejmsheia* (1276 ft.); to the right we see the *Halbrandsfos*. The ascent from Førde to the Bækkevand takes $1^1/_4$ hr.

In the valley the road to the left leads to the steamboat-pier on the *Førdefjord*, of which the upper bay only is visible. We turn to the right and ascend by the broad *Jølster-Elv* to (about 1 Kil., $4^1/_2$-$5^1/_2$ hrs'. drive from Vadheim) —

11 Kil. (pay in opp. direction for 14) **Førde**. On the road is **Hafstad's Hot.* (R. 2, B. or S. $1^1/_2$, D. $2^1/_4$ kr.). On the right bank, reached by a long bridge, is **Sivertsen's Hot.* (same charges; Engl. spoken). Near it (left) is the telegraph-office; on a moraine-hill

0 1 2 3 4 5 Kilom. 1:500.000 1 2 3 4 5 Engl. Miles

(right) is the church. The broad and smiling valley is enclosed by high hills: N. the *Førdenip* (2828 ft.); E. the Viefjeld (see below); S.W. the Solhejmsheia (p. 162). Førde is the capital of the district of *Søndfjord* (p. 159). The 'fjord race' of horses bred here is noted.

On the **Førdefjord**, on whose bank runs the road mentioned above, a steamer plies twice weekly (Com. 303): to *Naustdal* on the N. bank in 1-1½ hr., to Florø (p. 159) in 5 hrs.

Leaving Førde, we look to the left, N.E., into the *Angedal*, with the *Sandfjeld* (4100 ft.) and the *Kupefjelde* (4190 ft.) in the background. Our road ascends the well-cultivated valley of the Jølster-Elv, passing numerous gaards. Fine view of the broad *Brelandsfos*. On the opposite bank rises the *Viefjeld* (2210 ft.). About 6 Kil. from Førde the long *Farsunde-Bro* carries us across the lower end of the *Movatten* (75 ft.), a small lake through which the Jølster-Elv flows. The road skirts the N. bank of this lake, at the foot of the Viefjeld. On the S. bank lie several gaards. At the head of the lake, on the right, is the agricultural school ('Landbrugsskole') of *Mo*, beyond which is seen the *Huldrefos*. Beautiful pine-wood. About 5 Kil. from the Farsunde-Bro a road diverges to the right to Holsen.

The road to Holsen (no skyds) crosses the Jølster-Elv and leads a little N. of the *Aasenvand;* then on the N. bank of the *Holsenvand* (410 ft.). The church of *Holsen* is about 9 Kil. from the parting of the ways. The road next leads over the *Rørvikfjeld*, and past the *Rørvik Sætre*, to gaard *Rørvik* on the **Haukedalsvand** (863 ft.), at the N.E. end of which, about 15 Kil. from Holsen, is the church of *Haukedal*. The road ends at gaard **Grøning** (1090 ft.; quarters), 4-5 Kil. farther up. Thence to Balholm on the Sognefjord, see p. 147. — A grand but rough route, fording several brooks, ascends the *Grøndal*, with a view of the *Grovebræ* on the left and the *Jostefond* on the right, to the *Søknesandsskar*, and descends to **Søknesand** (p. 164).

Beautiful scenery. The green wooded valley is backed by fjelds to the E. and N.E.

20 Kil. **Nedre Vasenden** (*Nielsen's Hot.*, R. 1½-2, B. or S. 1½, D. 2¼ kr.) lies at the W. end of the Jølstervand, out of which the Jølster-Elv flows in a series of rapids (seen from the bridge by the inn).

On the pretty ***Jølstervand** (673 ft.), 23 Kil. long from S.W. to N.E., plies a small steamer (Com. 495; 2 hrs., fare 2 kr.). The banks are studded with gaards, mostly on the 'Solside', or N. side. The road on the N. bank leads by the base of the *Jygrafjeld*, past the gaards of *Sviddal* at the mouth of the *Bergsdal*, and through the fertile *Aalhusbygd*, with the church of *Aalhus* or *Jølster*.

On the S. side of the lake rise the *Sanddalsfjeld*, the *Kluma*, the *Orken*, and the *Sadelegg*. Above these peep at intervals the *Grovebræ* or *Jølstrajøkul* and the Jostedalsbræ. By the gaards of *Myklebostad* are pretty waterfalls.

To the left, at the E. base of the *Bjørsætfjeld* (3314 ft.), which the road rounds, are the gaards of *Aardal* or *Ordal*. Then the church of *Helgheim*.

On the right opens the *Kjøsnæsfjord* (10 Kil. long), backed by the blue-green **Glacier of Lunde*. To the N. of this fjord rises the *Bjørga* (5512 ft.); to the S. the *Søknesandsnipa* (4968 ft.).

At the E. end of the Kjøsnæsfjord lie the gaards of *Søknesand* and *Lunde* (poor quarters at both), whence, with a guide, we may cross S. to the Grøndal (p. 163) and go on to Sværen (p. 147), or we may cross the Jostedalsbræ S.E. to *Fjærland* (p. 148). The latter is an attractive route, not difficult for adepts, to the middle Sognefjord (comp. p. 150; to the Lundeskar $2^1/_2$, the glacier 1, across it $1^1/_2$, the Bøjum-Sæter $2^1/_4$, Fjærland 2 hrs.).

At the head of the **Jølstervand** lies —

23 Kil. **Skej** (**Hot. Skej*, R. $1^1/_2$-2, B. or S. $1^1/_2$, D. $2^1/_4$, pens. $4^1/_2$-5 kr.; Engl. Ch. Serv. in July & Aug.). Vehicles always to be had.

The road ascends past several small lakes. On the right, between the *Føglevand* and the *Skredevand*, is the *Fosheimsfos*, descending from the Bjørga. By the *Bolsætvand* the old road remains on the left. Our road crosses a hill to the *Stardal*, at the head of which appears the huge Jostedalsbræ. Beyond *Klagegg* (741 ft.; 5 Kil. from Skei) the road divides: left to Egge, right to Aamot in the Stardal.

The latter road ascends to (about 10 Kil.) **Aamot** (tolerable quarters at *Tollef Aamot's;* guides always at hand), the starting-point of several grand passes across the JOSTEDALSBRÆ (guides, *Ole T. Aamot*, *Elling Aamot*, *Peder Nævdes;* rope necessary): — (1) Road to *Drivet* (quarters at the guide's *M. Højset*); then over the **Oldenskar* (above 3450 ft.) to the Oldenvand (guide 5 kr.; p. 169), 6-7 hrs.: 2 to the foot of the Aamot Glacier, 2 over rough 'Ur' to the highest point, and a very steep and fatiguing descent of 2 hrs. more, with fine views, to *Mælkevold* and *Rustøen* (p. 169). A most interesting excursion, often taken by ladies, and not difficult in good weather. — (2) Across the Jostedalsbræ to the *Austerdalsbræ;* then down to *Nordre Næs* (10-12 hrs.), comp. p. 155.

The road to Egge turns to the left into the narrow **Vaatedal**, flanked with high mountains, and descends by the stream. On the right is the *Hæghejmsfjeld*, on the left the *Svenskenipa* (4770 ft.). The road crosses to the right bank, and the valley expands. On the right towers the conical *Eggenibba* (5250 ft.; ascended from Egge, 6-7 hrs.; bridle-path to the Egge-Sæter, halfway).

14 Kil. **Egge** *i Vaatedalen* (558 ft.; *Hot. Egge*, R. $1^1/_2$-2, B. or S. $1^1/_2$, D. $2^1/_4$ kr.).

We next skirt the E. side of the *Bergemsvand* (469 ft.). On the left rises the *Raadfjeld*, on the right the *Vora*. Beyond the gaards of *Bergheim* or *Bergem* the road crosses an effluent of the Sanddalsvand on the right and divides. The right branch (rough) crosses a high hill, by Moldestad, to Utviken (p. 165); the good road to the left leads to —

12 Kil. **Red** or *Re* (*Hot. Gordon*, good), finely situated on the E. bank of the ***Bredhejmsvand**, *Breimsvand*, or *Breumsvand* (184 ft.; $8^1/_2$ sq. M. in area; 896 ft. deep), a grand and sombre Alpine lake, about 16 Kil. long, enclosed by imposing mountains. On the left rises the *Skjorta* ('shirt'; 5780 ft.).

The *Road, hewn in the rock and partly buttressed by masonry on the N. bank of the Bredhejmsvand, rivals in grandeur the Axen-

strasse in Switzerland. To the left rises the *Rysdalshorn*. Beyond *Vasenden* the stream issuing from the lake forms the *Eidsfos*. The road ascends a little, partly through wood, and then descends, affording a fine view, to —

14 Kil. **Sandene**, on the *Gloppenfjord* (p. 167), a station of the Nordfjord steamers and of a local boat (see below).

The rough road diverging to the right from the road between Bergheim and Red (see above) leads to (7 Kil. from Egge) *Moldestad*, whence a road to the right leads to Foshejm and Myklebostad.

To *Foshejm* 5, thence nearly 4 Kil., past the *Sanddalsvand*, to *Myklebostad*. From Foshejm a glacier-pass leads past the Store Cecilienkrona to Olden (p. 168). From Myklebostad we may ascend the *Snenipa* (6063 ft.).

The road to Utviken now crosses the high hill between the Bredhejmsvand and the Invikfjord; it first ascends and then descends so steeply that walking is almost imperative most of the way (from Moldestad to Utviken 3½-4 hrs.). The road ascends between the *Skavlevægge* on the right and the *Fællefjeld* on the left. As we mount, a view to the right is gradually disclosed of the vast snow-expanses of the *Gjetenyken* (5823 ft.). At the top we reach a plateau of moor (2074 ft.), where the road undulates considerably. Numerous glacier boulders. To the S.W. we look back on the sharply defined *Skarstenfjeld* (p. 167). On the N. margin of the plateau we sight the Invikfjord far below, commanded on the N. by the Laudalstinder, the Storhorn with its large glacier, and the Hornindalsrokken. The descent is steep at first and afterwards in gradual windings, which the walker may avoid by short-cuts. The *Stor-Elv*, which descends in many falls on the right, turns several mills near Utviken.

20 Kil. (from Egge; pay for 26) *Utviken*, a station of the Nordfjord steamer and of a local boat (see p. 167).

25. The Nordfjord.

Steamers (Com. 306a; a few only have sleeping-berths) from Bergen to *Fatejde* 3-4 times a week in 20-36 hrs. (fare 15 kr.); thence to *Visnæs* ½ hr. more (15.40 kr.); to *Loen*, ½ hr. beyond Visnæs, and to *Olden*, ½-1 hr. more (15.80 kr.). In the height of summer a local steamer also plies almost daily (Com. 306b) from *Sandene* (Gloppen) to *Utviken*, *Fatejde*, *Stryn*, *Olden*, and *Loen*.

The sea-voyage from Bergen is long. Whether starting from Bergen or from *Sandene* (pp. 165, 167), the traveller had better steam direct to *Visnæs*, *Loen*, or *Olden* (p. 168), make excursions in the Loendal or the Oldendal, and continue his journey through the Strynsdal and Videdal (R. 26).

The **Nordfjord*, running parallel with the Sognefjord, one degree of latitude farther N., but scarcely half the length, extends 80 Kil. inland to the N.W. slope of the *Jostedalsbræ* (p. 157). The different parts of the fjord have different names. The common designation, 'Nordfjord', originally meant a district, the N. part of the Nordre Bergenhus-Amt, but is now applied to the fjord itself.

Its finest scenery is in its inmost recesses, here unusually grand and picturesque. No finer combination exists of vast expanses of water with mighty mountains and glaciers. Nowhere are the peculiar charms of Norwegian scenery, vying with the Alpine, more admirably illustrated.

Steamer from Bergen to *Moldø* (13-15 hrs.), see pp. 159, 160. The steamer retraces its course and steers E. between *Vemelsvik* and *Gangsø* into the **Nordfjord.** The first station here is *Rugsund* (Inn), on the S. side, opposite the *Rugsundø*.

From the next station, *Bryggen* (Inn), on the N. bank, a road leads over the *Maurstadeid* (2080 ft.) to Aaeim on the Vanelvsfjord (20 Kil.; p. 160). We next call at *Haugs* or *Haus* in the *Daviksfjord*, also on the N. bank; then at —

Davik, in a pretty bay of the S. bank, once the residence of the poet Claus Frimann (d. 1829); and at *Domsten* or *Dombesten*. Splendid view, S., of the *Aalfotbræ*.

The fjord now forks into the Isfjord to the S.E. (see below) and the **Eidsfjord** to the E.; in the latter the steamer touches at *Starheim*, *Naustdal* or *Nøstdal*, and (5½ hrs. from Moldø) —

Nordfjordeid, a large place with church, post-office, and bank. About 1 M. from the pier is *Boalth's Enke's Hotel* (good; often full of English salmon-fishers). Near it is a military camp and drilling-ground. — From Nordfjordeid a road ascends the valley to *Nor* or *Nord* (7 Kil.), on the **Hornindalsvand** (20 sq. M. in area), the geological continuation of the Eidsfjord, 184 ft. higher, while its depth is 1590 ft. below the sea-level. Its lofty banks are partly wooded. From Nor a steamer (Com. 500) plies 4 times a week in 2½-3½ hrs. to *Grodaas* and *Kjøs* (p. 176).

From Nordfjordeid to Volden (p. 185; 46 Kil.). The road leads W. on the Eidsfjord to a bifurcation: the road to the left leads to Naustdal (see above), that to the right to (15 Kil.) the slow station of *Smørdal*. Fine view of the Gjegnabræ (see below) behind us. The road crosses the pass (1640 ft.) and descends rapidly to (11 Kil., pay for 13) the slow station of *Søndre Birkedal*, on the lake of that name, with picturesque rocky environs. Then, by *Kile*, to the (10 Kil.) slow station of *Strømshavn*, on the *Kilefjord*, the S.W. bay of the Voldenfjord, and by boat on the fjord to (10 Kil.) Volden.

From Søndre Birkedal an interesting path ascends the *Laurdal* and crosses the fjeld to the Dalsfjord. On the way we may ascend the **Felden** (4300 ft.; grand mountain and glacier view), in which case the route takes 8-10 hrs. (with guide). From *Indre Dale*, on the *Dalsfjord*, an arm of the Voldenfjord, to Volden by boat about 14 Kil.

Returning to the entrance of the Eidsfjord, we steer round the *Hammars* into the **Isfjord,** then round the *Askevik* into the *Aalfotfjord*, where we call at *Aalfot*. To the S. of the Isfjord we see the **Øksendalsstrenge*, draining the *Aalfotbræ* and the *Gjegnabræ*, and descending in fine cascades from the gorges of the *Vestre* and *Østre Øksendal* (p. 167). We pass close to them on the way back from the Aalfotfjord. We next pass the massive *Skjæring* (4075 ft.), with the solitary gaard of *Skjeistrand*. The fjord here is called the

NORDFJORD & SYDL. SÖNDMÖRE
Aalesund
Aalesund
Aalesund
Östen 3° for Paris
ATLANTERHAV
Vanelvsgabet
Silde-gabet
Faafj.
Nordfj.
Davikfj.
Eidsfj.
Hundvikfj.
Utfjord
Gloppenfj.
Invikfj.
Hornindals V.
Jølstervand
Vartdalsfj.
Dalsfj.
Hjørundfj.
Storfj.
Norddalsfjord
Sunnylvsfj.
Geirangerfj.
Storfj.
Sandö
Gurskö
Ristö
Staalet
Frejanäs
Kjürringen
Stadt-
landet
Hoddevik
Furustaven
Furenäs
Lekanger
Vanelvsfj.
Rörderfjord
Sandvik
Dalsbö
Hamnekarn
Ordal
Skaar Fj.
Seljeö
Skongsnäs Fyr
Erokenäs
Röjsätet Fj.
Barm-
Kvalhejmsvik
Förestrand
Husevaag ö
Bremanger
vand
Fröjen
Gulen
Midgulen
Hovden
Rugsund
Rugsundö
Daviken
Dombesten Fj.
Aalfot Brä
1632
Fördesdal
Hjelmeland
Smördal
Angeland
Saaten
Felden
Fannen
1310
1302
Matåsken
1345
Toren
1183
Stensvik
Ekrene
Vidnäs
Berg
Aahjem
Vanelven
Myklebostad
Stokkenäs
Snäs
Ekkaas
Haugs
Ervik
Naustdal
Starheim
Myrstad
Röst
Pällien
Leikanger
Sandanger
Gurskö
Almestad
Seljesät
Kvamsö
Ristesund
Haugs H.
Brandal
Kobbernäs
Sandvik
Krokvik
Fluevaag
Böre V.
Eidsaa
Fiskaa
Röstein
Taksal
Vik
Brudevold
Aksnä
Sördal
Nordal
Indselsät St.
Lidsät St.
Store Fj.
1004
Blejskar-
tind 1255
Ammelfot
Stensvik
Birkedal-
Birkedal
Vand
Eidsflua
Mo V.
Kviteggen
Grøndals V.
Narelsaker
Fristihorn
Løsäthorn
Mo V.
Sanddal
Aasen
Storeli V.
Skorge V.
Salte-
horn
Berrestad
Kvale
Enerhaug
Barmen
Refviken
Vaagsö
Kyrre
Vedviken
Langenäs
Siden ö
Melviken
Sandviken
Nordpollen
Strömmen
Bryggen
Vaage
Säternäs
Sarpollen
Almening
Husevaag
Vemelsvik
Lissesaat
Sangsö
Vetriken
Oldeja
Faatuen
Varpe
Dals-
klubben
Grotle
Holmen
Bremanger
Ekkeseter
Bakke
Nöisæt
Rydlandsholmen
Tönnen
Dyrestad
Sande
Sälgsdals-
Nordgulen
Birkeli
Gulestad
Kjälkenäs
Botten
Korten
Viken
S. Gulen
Svarte V.
Rumsgrö Fj.
Fossen
Store Viken
Lassenipen
Gröndalen
Rörvik V.
Vastiv.
Store
Gengedals-
Skarsten
Ormedal
Hjemsäter
Kalde V.
Kaldevasn-
Strömsbotten
Skjölberj
Storeskars
1336
egg
Visdalseggen
Fitje S.
Svarte-
kari
Raad Fj.
Egge
Vaardalen
Snemipa
1848
Mälkevold
Augsburgnibba
Aubrekke
Brigsdal
Brigsdals Brä
Nigards Brä
Haugenaase
Josterdals Brä
Lodalskamp
Bödals Brä
Kjendalskna
Neslenibben
Kvam Fj.
Kvamme
Gjerdeaksten
1953
Gjerdeakslen
Ytri-
nibben
Bakke
Rasten
Fastö
Höjahm
Gjeitrykken
Grytenes
Grytenes
Gryte-
rejdsnib
Sande
Strand
Haaljem
Näsdal
Ramm
Fj.
Bredhejm
Sanddals V.
Vora
Bergems
Myklebostad
Moldestad
Foshejm
Vasenden
Bredhejms V.
Ordal
Eidsfos
Tryggestad
Haugen
Helgesät
Tronstad
Hole
Hole St.
Kjelstad
Lien Fj.
Lang Fj.
Fröjse
Björgdal
Voldsäter
Stoledals
Fj.
Stoledals
hydna
Sandskarn
Glomsd. Brä
Stolskydna
1848
Stol St.
Stolshydna
Midt-
Stolshydna
Glomdalen
Glomnes
Sandvik
Fjelle
Sundalen
Berge
Ryghe
Bråtal
Tjalhaug
1623
Fröndenfj.
Fröndenfj.
Skaal Brä
Skaal Fj.
Rödi Bödals St.
Bödalen
Bödal
Bödals Brä
Krone Brä
Nonsnibba
Krandals Brä
Krandals-
dalen
Nonsnibba
Nonsdal
Nonsdals Brä
Nonsdals-
Nonsdals-
Nonsdals-

Hundviksfjord. We cross the mouth of the *Hyenfjord*, which cuts deep into the S. bank, in view of the Gjegnabræ, to the station of *Hestnæsøren* (quarters at the post-office). One steamer goes to *Hyen*, at the S. end of the fjord.

In the Hyenfjord, opposite Hestnæsøren, opens the **Skjærdal**, through which we may ascend past the *Heimestel* to the *Gjegnabræ*. The *Scartevandstind* and the *Gjegnet* (5653 ft.), two splendid points of view, may be ascended. Descent to the *Øksendal*, or S. to *Hope*, near the S. end of the Hyefjord (guide and rope necessary). The indication of these routes on the map has been given by Hr. K. Bing (p. 132), who has explored this region. — Glacier-excursions may also be taken to the *Bukkenipa* (5250 ft.) and the *Storhest*, W. of the Øksendal, and to the *Marietind* and *Sagen*, W. of the *Aalfotbræ*.

The steamer now rounds the *Kvitenæs* into the attractive **Gloppenfjord**, flanked on the W. with lofty, partly snow-clad mountains. On the W. bank are *Ryg* and the church of *Ginnmestad*, on the E. the church of *Gloppen*. Then (3½-4 hrs. from Nordfjordeid) —

Sândene or *Gloppen* (**Hot. Gloppen*, 5 min. from the pier, R. 1½-2, B. or S. 1½, D. 2½ kr.; **Sivertsen's Hot.*, 5 min. farther, same charges; Engl. Ch. Serv. in Aug.), in a charming site at the S.E. end of the fjord, terminus of the road from Red on the Bredhejmsvand (carr. to Skej, etc., see p. 161). Trout-fishing and pretty walks near. Steamer to Bergen thrice weekly (fare 14.20 kr.); to Falejde, Loen, and Olden daily (4 kr.).

We return to the main fjord, here called **Utfjord.** The hills are wooded and dotted with pleasant gaards. Fine view behind us, S.W., of the glacier-clad Gjegnet (see above). Stations: *Rysfjæren*, on the S., and *Rand* on the N. bank. On the latter, a little farther on, is a fine waterfall.

The fjord is now called the **Invikfjord.** Numerous gaards on the green slopes of the N. bank. To the E. we view the glaciers of the Store Cecilienkrona (p. 169) and Gryterejdsnibben. In 2½-3½ hrs. from Sandene we reach —

Utviken (*Hot. Britannia*, R. 1-1.20, B. or S. 1.20 kr., good), a pretty, scattered village with church. The road from Egge (p. 164) ends here. Both the Bergen and the local steamers call at Utviken.

The fjord now turns sharp to the N. On the left rises the *Sølvbjergfjeld*. On the right, in a beautiful bay, is the pier of *Indviken* (no inn), with its church, at the mouth of the wild *Præstedal*, which is flanked N. by the *Skarstenfjeld* (5384 ft.), and S. by the *Stærlaugpig* (5554 ft.; both easy and interesting ascents). We next round the headland of *Hildehalsen*, where the fjord again turns E., to —

Falejde (*Hot. Falejde*, three houses; Engl. Ch. Serv. in July and Aug.). A road with beautiful views, from which the Grodaas road (p. 176) diverges to the left, skirts the fjord, crosses the Strynse-Elv at *Toning*, and leads to Visnæs (9 Kil.; skyds for one pers. 1.53, two pers. 2.35 kr.; caleschvogn for 2, 3, or 4 pers. 4, 5, or 5½ kr.).

The fjord is here superb. Facing us is the castellated *Aarhejmsfjeld* (2018 ft.); at its foot, at the mouth of the *Strynsdal*, lies —

Visnæs *i Stryn* (**Hot. Central*, with view, R. 1½-2, D. 2½, B. or S. 1½, pens. 4-6 kr.; *Visnæs Hot.*, very fair, both at the pier; *Hot. Stryn*, at Toning, see above; *Hot. Wiig*, at Vik, further W., 20 min. from the pier), starting-point for the Strynsdal and the Videdal (pp. 172, 173). Beautiful road along the fjord to Loen (10 Kil.; stolkjærre, in 1¼ hr., 1.70, 2.55 kr.).

In the distance, a little to the right of the Aarhejmsfjeld, are the Skaala (p. 170; 'bowl'), with its glacier-basin opening N.W., and the Sandenib (p. 170); nearer rises the Auflemsfjeld (see below), between the Loendal and the Oldendal. To the right, behind the Auflemsfjeld, appears later the Melhejmsnib (p. 170). To the S. we look into the Oldendal, with the Store Cecilienkrona (W.; p. 169) and the Ravnefjeldsbræ (E.). On the N. bank rises the *Ophejmsfjeld*, a splendid point of view (ascent from gaard *Rake*, 2 hrs.).

Loen (**Hot. Alexandra*, two large timber houses, 6 min. from the pier, Engl. spoken; R. 1½-2, B. or S. 1½, D. 2¼, pens. 4½-6 kr.; Engl. Ch. Serv. in July and Aug.), with a small church, finelly situated at the mouth of the Loendal (p. 170), which is here bounded by the *Lofjeld* (N.) and the *Auflemsfjeld* (S.; 5090 ft.), merits a prolonged stay. The new road to Olden is nearly completed (7 Kil.; by boat in ¾ hr.; there and back with two rowers, 5 kr.). Steamer from Loen to Olden ½, from Visnæs ¾ hr. (1 kr.).

Olden, or *Oldøren* (*Yri's Hotel*, ¼ hr. from the pier, R. 1½-2, B. or S. 1½, D. 2½ kr.; vehicles in waiting; Engl. Ch. Serv. in summer), lies at the S. end of the fjord, at the mouth of the beautiful *Oldendal*. To the right we see the snow-clad Store Cecilienkrona and the Bennæs-Klaaven, to the left the Synsnib and the Melhejmsnib (comp. p. 170).

Excursions to the Oldendal, Loendal, and Strynsdal.

The three valleys *Oldendal*, *Loendal*, and *Strynsdal*, S.E. and E. of the Invikfjord, ascend into the heart of the Norwegian Fjeld, and to the *Jostedalsbræ* (p. 157). Each is occupied by a lake, 11-16 Kil. long, formed by ancient moraines or (in the case of the Lōenvand) by a barrier of rock (*Fjd*), which separates it from the fjord. All, notably those in the Oldendal and Loendal, are enclosed by huge precipices rising to 4900 ft., over which tower peaks to a height of 6000-6500 ft. more. From these descend glaciers on every side. Abundant trout and salmon attract many anglers. — Guides, unnecessary except for the glaciers: *Rasmus R. Aabrække* of Olden, *Thor Ejde* of Ejde (p. 169), and *Thor Antonsen Greidung* of Opstryn (p. 172) are certificated by the Turist-Forening. *Per J. Grønfur*, at Fosnæs or Greidung (p. 172), and *Elias M. Hogrenning* and *R. Jacobsen* of Flo (p. 172) are also commended.

*Excursion to the Oldendal (there and back, 8½ hrs.).

Olden, see above. The road to Ejde (5 Kil.; stolkjærre 1.28 kr.) affords a pleasant walk, but we may have to drive to catch the steam-launch on the Oldenvand. The road ascends by the milky stream, in view of the Store Cecilienkrona (p. 169), passes the *Løkenfos* with its saw-mill halfway, crosses the river, and then leads on the W. bank of the pretty *Floenvand* to (25 min.) the gaards of —

Ejde, at the N. end of the ***Oldenvand** (122 ft.; $3^1/_4$ sq. M. in area; 295 ft. deep), running S., 11 Kil. long and barely 1 Kil. broad. The steam-launch ($1^1/_2$ there and back $2^1/_2$ kr.) makes the passage in $^3/_4$ hr.; but if time permit, a rowing-boat (with one rower 4, with two 6 kr.; $1^1/_2$-2 hrs.) is preferable.

On the left, soon after starting, is gaard *Sandnæs*; on the right an ancient moraine with gaard *Bennæs*, and the *Bennæs-Klaaven* above it. Waterfalls on every side. To the right rises the steep snow-clad *Store Cecilienkrona* (5627 ft.; ascent 7-8 hrs., fairly easy; guide 6 kr.). To the left, on the banks of torrents, lie gaards *Haahjem*, *Strand*, and *Gjerde*. To the S. the lake appears closed by the *Synsnib* ('noon-hill'), but nearing Sunde we see through an opening to the right the *Grytereidsnib* (5614 ft.) and the *Yrinib* with two glaciers. — The strait of **Sunde*, through which a strong current flows, has been formed by the deposits of two streams descending on the left from the *Sundebræ*, between the *Gjerdeakseln* (6408 ft.) and *Neslenibben* (4862 ft.). On the right are the gaards of *Sunde*. On rounding the precipices of the Synsnib, we obtain a magnificent **View of the S. half of the lake, now broader, with the Mælkevoldsbræ, which seems to descend to the head of the lake, though 5 M. distant from it. To the right, scarcely less imposing, towers the Yrinib, with its waterfalls, and at its base gaards *Bak-Yri* and *Indre-Yri*. At the end of the lake is the *Rustøfjeld*, with its conspicuous waterfall. On the left is the abrupt *Kvamfjeld*, with several cascades.

We land at *Rustøen* (quarters at the guide's, *Jakob Jenssøn Myklebostad*). As the launch starts 4 hrs. later for the return-trip, we drive to the Brigsdalsgaard (about 5 Kil.; vehicles in waiting; 2-3 kr.). The road leads across swampy alluvial lands, passing (10 min.) the gaards of *Kvamme*, to ($^1/_2$ hr.) *Mælkevold*. To the left, above, is the *Aabrekkebræ*, between two rocky heights, taking its name from the gaards visible beyond Mælkevold. Also to the left is the Brigsdalsbræ. At the head of the valley is the *Mælkevoldsbræ*, imbedded between the *Kattenak* and the *Middagsnib*. To the right of the glacier are the twin falls of the *Vaalefos*.

From Mælkevold to Aamot, a splendid fjeld-pass of 7-8 hrs., see p. 161. *Rasmus R. Aabrække* is recommended as a guide.

The road ascends over 'Ur' and, 25 min. from Mælkevald, crosses the river at a sharp angle, at the union of the streams descending from the Vaalefos and from the *Brigsdal* on the left. In 10 min. more the road ends at —

Brigsdals-Gaard (493 ft.), where dinner may be ordered for the return (2, bed $1^1/_2$ kr.).

A somewhat stony path on the right bank of the *Brigsdals-Elv* ascends to the ($^1/_2$ hr.) *Waterfall* of that stream, and to a higher level of the valley, where we obtain, E., a most striking view of the ****Brigsdalsbræ**, the blue ice of which towers above birch and

alder thickets. We pass through the wood, and lastly over fatiguing moraine, to (20 min.) the foot of the glacier (1000 ft.), with its superb ice-cavern, from which the stream issues. High up to the right is seen the *Kjøtabræ*, from which waterfalls and occasionally blocks of ice descend.

The Brigdalsbræ, a very steep offshoot of the Jostedalsbræ, was ascended for the first time in 1895 by K. Bing (p. 167), with the guide Rasmus Rasmussen Aabrekke to the top, 9 hrs.).

*Excursion to the Lōbndal (7 hrs., there and back).

Loen, see p. 168. The road to the Loenvand (stolkjærre 75 ø., there and back 1½ kr.; a pleasant walk, but comp. p. 168) ascends on the right bank of the torrent. We follow the main road, which trends to the right. Park-like landscape, with trees, shrubs, and green meadows. Above it tower great mountains. We cross the stream issuing from the *Tjugedal* on the left. The Loendals-Elv forms the *Haugfos*, of horseshoe-shape.

The ascent of the **Skaala** (6358 ft.; from the Tjugedal near Loen, and back, 8-9 hrs., not difficult for good walkers; guide for one pers. 5, for each pers. more 50 ø.) is attractive. Refuge-hut on the top (adm. ½, bed 1 kr.). A vast snow-field covers the W. slope. — A path ascends E. from the Tjugedal to the *Tjugedals-Sæter;* thence a stiff climb, without path, at last over unpleasant 'Ur' to the top of the pass. On the other side we descend, at first over snow, and then by a sæter-path to the church of *Opstryn* (p. 172; 5-6 hrs. in all).

From Loen it is a drive of 25 min. or a walk of ¾ hr. to —

Vaséndeu, at the lower end of the ***Lōenvand** (289 ft.; 437 ft. deep), a grand Alpine lake of pale-green colour, 14 Kil. long. The small steamer 'Bødal' plies twice daily to Bødal in 40 min. (return-fare 2½ kr.); a rowing-boat takes about double the time (there and back, with two rowers, 5½ kr.).

Soon after starting we survey the whole lake. On the left, above gaard *Sande*, rises the *Sandenib* (5426 ft.); on the right are the *Auflemsfjeld* and *Melhejmsnib* (5429 ft.). From all the mountains, especially the Ravnefjeld (see below) on the right, descend large glaciers, ending, however, far above the lake. At the *Brengsnæs-Sæter*, on the left, a high waterfall descends from the Skaalebræ (see below). On the W. side of the lake is the *Helle-sæterbræ*, ending abruptly at a height of about 3900 ft., whence numerous streams and, in hot weather, ice-avalanches fall, spreading out in fan-shape below. On the E. bank are gaard *Hogrending* and a waterfall from the *Osterdalsbræ*. The W. bank is uninhabited. On the E. rises the *Kværnhusfjeld* (5700 ft.), with gaard *Rødi* at its foot. To the W. is the steep, serrated *Ravnefjeld* (6575 ft.), where a terrible landslip occurred on 15th Jan. 1905. The falling rocks produced a great wave in the lake, which swept away several gaards on the E. bank, causing a loss of 61 lives. Farther on, to the E., opens the *Bødal*, backed by the *Skaalfjeld* with the *Skaalebræ*. A memorial-stone on a low rock by the lake recalls the landslip.

In the Bødal, where the steamer stops if desired (or reached by rowing boat, 4 kr.), a new track ascends, first on the left and then (¼ hr.) on the right bank, looking back on the Ravnefjeld and the Loenvand. On the right, 1 hr. from the bridge, is the *Hristeinfos*. The track, becoming rather stony, ends at the (½ hr.) *Bødals Sæter* (1969 ft.; bed 1, B. or S. ¾, D. 2 kr., fair). Grand environs. On all sides protrude glacier-tongues into the valley. We cross a bridge S. of the sæter and ascend by a path, rough in parts, to (½ hr.) the foot of the ***Bødalsbræ**, the glacier which descends furthest. — The ascent of the *Lodalskaupa* (6794 ft.; p. 159) from the Bødals-Sæter takes 7-9 hrs. (two guides. 25-30 kr.); the pass to Fauberg in the Jostedal (p. 158) takes 15 hrs. (two guides).

The lake contracts to a strait. High up to the right, on the S. slope of the Ravnefjeld, we see traces of the great rock-slide (see above). In front towers the *Nonsnib*, rising almost sheer 6000 ft. At its foot opens the *Kvandal* or *Næsdal*, with its glacier and the adjacent *Utigardsfos*, about 2000 ft. high, descending in steps from the glaciers of the Ravnefjeld. Passing through a bend of the lake, we enter the impressive ***Basin of Næsdal**, bounded on the W. by the Ravnefjeld, S. by the Nonsnib, and E. by the Bødalsfjeld. Between the last two peep the *Kronebræ* and the *Kjendalskrona* (5998 ft.). In the midst of this grand scene, at the mouth of the *Kvandals-Elv*, lie the turf-roofed gaards of *Næsdal*.

At the *Kjendal* pier is a good restaurant connected with the Alexandra Hotel (p. 168), where dinner (2¼ kr.) may be ordered for the return. A road leads hence over a sandy plain, and then up the E. side of the valley, protected against the river by stone dykes. After ½ hr. suddenly appears the ***Kjendalsbræ** in all its grandeur, on which waterfalls descend from the right. After 20 min. more the road ends. A stony path, passing a rfrmt. hut, and then mounting the débris of the moraine, and crossing branches of the glacier-stream, leads in ¼ hr. more to the glacier. (Dangerous to mount it, or even to go near it, owing to falling stones.)

From Næsdal (see above) across the *Jostedalsbræ* to the *Jostedal*, a grand expedition of about 15 hrs. (comp. p. 159).

The *Strynsdal is usually visited on the way to or from Grotlid (comp. p. 174), but may be combined with a drive to beyond Skaare (p. 173): a fine day's excursion from Visnæs or Loen (10-11 hrs.).

Visnæs, see p. 168. The road (skyds, 1 pers. 1.87, 2 pers. 2.81; caleschvogn for 1, 2, or 3 pers. 5, 6, or 7 kr.) crosses the *StrynsElv*. On the right bank the road to Faleide and Hellesylt goes to the left (p. 167); we follow the Stryn road to the right. It ascends E., past *Ytre Ejde* (waterfall), the church of *Nedstryn* (right), and the gaards of *Gjærven* and *Øvre Ejde*. On the left rises the *Kirkenibbe* (4072 ft.; ascent from Visnæs 8 hrs.; guide 4 kr.), from which several waterfalls descend. On the opposite bank is the house of an English fishing-tenant. Farther on we skirt the *Nedre Floden*, the lower bay of the Strynsvand. On the left of the road is a large glacier 'cauldron'. Ahead of us is the massive Flofjeld, with the Rindalshorn (p. 172); to the right is the Brækkefjeld, with a large snowfield. In 1¼ hr. from Visnæs we cross by a long bridge to — —

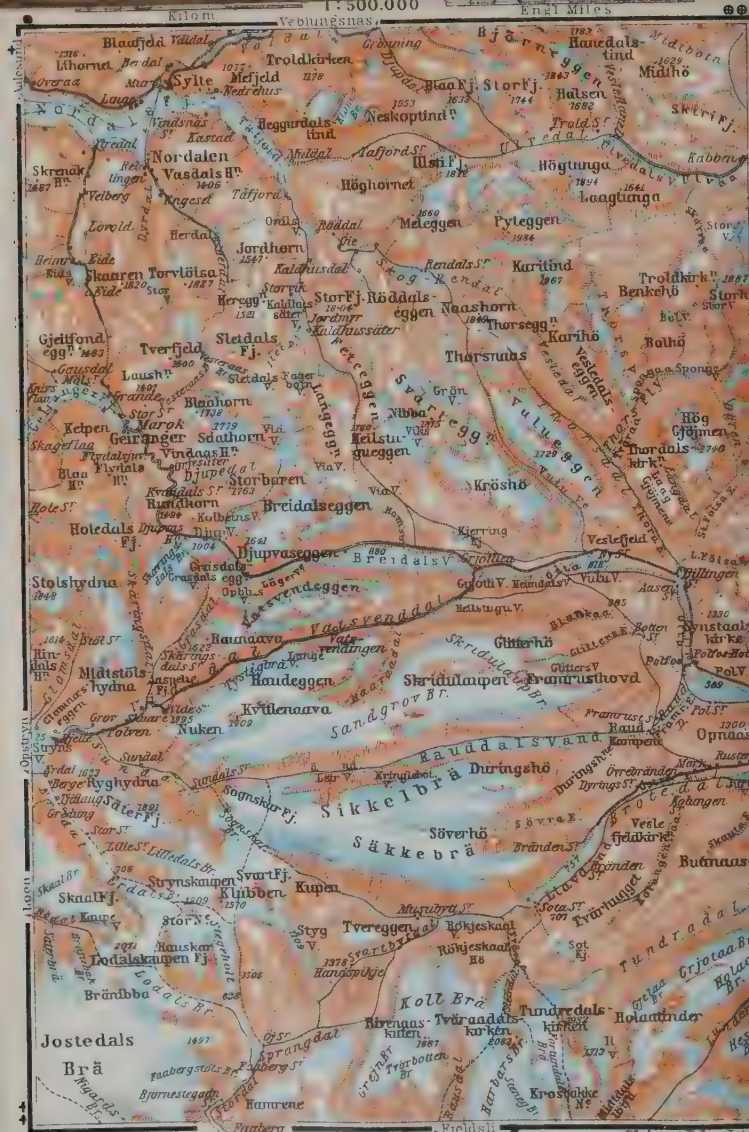
11 Kil. **Mindre Sunde** (*Hot. Mindre Sunde*, R. 1½, D. 2, B. or S. 1½ kr.), finely situated, where vehicles may always be had for driving back to Visnæs.

The ***Strynsvand** or **Opstrynsvand** (69 ft.; 9 sq. M.; 650 ft. deep) is the largest of the three lakes to the E. of the Nordfjord. A motor-boat plies on it five times daily to Hjelle (13 Kil., in 1-1½ hr.; 1½, return-fare 2½ kr.; Com. 499a, b). The W. part of the lake is narrow. On the left descends the *Store Sundfos;* to the right is gaard *Dispen*, below the glacier of that name. In front the scene is bounded by the Flofjeld, behind by the pointed Kirkenibbe. On the bank to the right are gaards *Meland* and *Bergstad*. To the left rises the slope of the *Skjiberysfjeld*, beyond which opens the *Vesle Bygdal*, with its gaards. By two islets, between which we steer, beyond gaard *Lindvik* (on the left), the lake expands and bends S.E., revealing its full grandeur. At its head is the Erdal, with its background of glaciers. To the right is the *Fosnæsbræ*, descending from the Skaala (p. 170). To the left is the *Marsaafos;* then, the *Flofjeld* (4403 ft.), with the *Rindalshorn* (5952 ft.) behind it, and the gaards of *Flo* in front (722 ft.; good quarters; guide for the pass over the Flofjeld to Hellesylt, 2-3 kr.; p. 177). Next, to the right, is the 'nose' of *Tunoldshaugen*, with gaards *Brække* and *Aaning* high above. Farther on, to the right, are the church of *Opstryn* and the gaards of *Fosnæs*. (Thence to Loen, with guide, 4-5 hrs.; p. 170.) On the left is the *Glomsdal*, with gaards *Glomsnæs* and *Sigdestad;* below is a fine waterfall. The huge *Hjellehydna* separates the *Videdal* from the grand *Erdal* (see below), in which, as we near Hjelle, appears the *Tindefjeldsbræ* on the right, overlooked by *Yngvar Nielsen's Tind* (see below). At the mouth of the Videdal, near the head of the lake, lies Hjelle, where we land.

Hjelle, or *Jelle* (*Hot. Hjelle*, R. 1½-2, B. or S. 1½, D. 2¼ kr., very fair), is the starting-point of the routes to the Geiranger (R. 26) and to the Gudbrandsdal (see pp. 173 and 88-85).

The wild **Sundal** deserves a visit. The path to it diverges to the right about 2 Kil. from Hjelle. It ascends on the left bank to (2 hrs.) gaard *Sundalen* (8 Kil.), soon crosses the brook, and reaches (1½ hr.) the *Sundals-Sæter* (rustic quarters; bring provisions; route to the Rauddal and the Framrust-Sæter, see p. 87). — A toilsome pass crosses the *Soynskarbræ* hence to (5½ hrs.) the *Jostedalsbræ*, and in 2 hrs. more descends the *Ausdalsbræ* to the *Stygvand* and the *Ausdalsvand*, which we skirt for 2 hrs.; then 2½ hrs. more to the *Øjsæter* in the Stordal (poor quarters), in all 12-15 hrs. from the Sundals-Sæter. To Faaberg in the *Jostedal* (p. 158), about 2½ hrs. more.

From Hjelle we may row in ½ hr. to gaard *Erdal*, at the S. end of the Strynsvand, and walk in ½ hr. to gaard *Gredung* (poor quarters; guides see p. 168), the starting-point for the Erdal or *Aardal*, into which glacier-tongues from the Jostedalsbræ descend on all sides. Before us, to the right, is the *Tindefjeldsbræ*, with *Yngvar Nielsen's Tind* (5575 ft.; ascended by K. Bing in 1893); to the left are the *Ryghydna* (5325 ft.) and the *Sæterfjeld* (6205 ft.). From Gredung we ascend, in view of the *Erdalsbræ* or *Gredungsbræ*, coming down between the *Strynskampe* (l.) and the *Skaalfjeld* (r.), to (2-2½ hrs.) the loftily-situated *Gredungs-Sæter*, at the foot of the fissured glacier (2316 ft.). — Over the Jostedalsbræ to *Faaberg* in the *Jostedal*, comp. p. 159.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Blaafj.
Storfj.
Halsen
Skirfj.
Nordal
Neskoptind
Troldf.
Nordalen
Vasdals H.
Ustifj.
Högtunga
Laagtunga
Skrenak H.
Veiberg
Knagsed
Höghornet
Troldkirk
Benkehö
Jordhorn
Meleggen
Pyteggen
Skaaren
Torvlötsa
Karitind
Keregg
Storfj.
Röddals-
eggen
Naashorn
Gjeitfond
egg
Tverfjeld
Sleidals
Fj.
Thorsegg
Karihö
Ballhö
Thorsnubs
Laush H.
Blaahorn
Svartegg
Vulueggen
Keipen
Marok
Geiranger
Saathorn
Nibba
Heilstu-
gueggen
Thordals-
kirk
Vindaas H.
Flydalen
Blaa H.
Storboren
Kröshö
Ruudkhorn
Breidalseggen
Holedals
Fj.
Hjuvaseggen
Grisdals-
egg
Breidals V.
Stolshydna
Gjötli V.
Vesleseid
Vasvendegg
Vasvendedal
Haunaava
Vatnedingen
Günterhö
Midtstöls
hydna
Haudeggen
Skriulaupen
Kvitlenaava
Sandgrov Br.
Nuken
Raudalsvand
Opnaas
Ryghydna
Sognskar Fj.
Sikkelbrä
Duringshö
Säkkebrä
Söverhö
Skaatfj.
Kupen
Tverreggen
Tvärnuggé
Tundrdal
Jostedals
Brä
Koll Brä
Tvindrdals-
kirken
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Faaberg
Wagner & Debes, Leip
TAFJORD - GEIRANGER - GRJOTLI - JOSTEDAL

26. From the Nordfjord to Aalesund and Molde.

a. From the Strynsvand viâ Grotlid to Marok.

88 Kil. (pay for 121). Road, the grandest route between the Nordfjord and Søndmore. Two days, a night being spent at the *Videsæter* or at *Grotlid*. The road is drivable from mid-June to mid-September only. Vehicles are usually engaged for the whole journey from Hjelle to Marok: Stolkjærre for 1 pers. 20.57, for 2 pers. 30.85; calecheogn for 2, 3, or 4 pers. 51.45, 60.50, 72.50 kr. (comp. p. 174). — The best bits for walking (not before mid-July) are from *Skaare* to *Vasvendingen* (p. 174; 4½ hrs.) and from the *Djupvashytte* to *Marok* (pp. 175, 176; 3½ hrs.).

From Hjelle (p. 172) the road, opened in 1896, ascends by an ancient moraine, which the *Videdals-Elv* has broken through. Fine *View behind us of the snow-mountains S.W. of the Strynsvand, notably the finely shaped Skaala (p. 170), the Tindefjeld, the Fornæsbræ, and the Brekkefjeld. To the right opens the *Sundal* (p. 172), with the snow-fields and glaciers of the Sæterfjeld. We cross the Sundals-Elv and pass the gaards of *Folven*. The loops of the road on the Aaspelifjeld are seen in the distance, and the Videsæter high above. We then cross the river and, after a drive of ¾ hr. from Hjelle, reach —

7 Kil. *Skaare* (D. 2 kr.; the host Rasmus Skaare and Olav Skaare are good guides). As the road to the Videsæter (2 hrs.' drive) is very steep most of the way, we may take skyds for baggage only ('enkelt') and ascend on foot.

From Skaare to the Djupvashytte, grand, but toilsome, 5½-6 hrs. (guide 6 kr., not indispensable). From the Jølbro (see below) we ascend the *Skæringsdal* to the left, to the (1¾ hr.) *Skæringsdal-Sæter;* then to the right, up the *Grasdal*, steep at places, to the *Grasdalsrand*, and lastly a stiff climb to (3½ hrs.) the snow-clad *Grasdalsskar*, between the Grasdalsegg and the Skæringsdalsbræ, where a superb view of the Djupvasvand and the Geirangerfjord Mts. is revealed. We then descend to the (½ hr.) *Djupvashytte* (p. 175).

About 2 Kil. beyond Skaare, to the right, we obtain a view of the deep ravine of the Videdals-Elv. The road reaches the mouth of the *Skæringsdal*, crosses it by the **Jølbro* (295 ft. above the river), and winds up the *Auspelifjeld* between the two ravines. To the right is a high waterfall, descending from the snow-fields of the *Nuken*. The road crosses the Videdals-Elv and follows its left bank. Behind us is a splendid **View of the Videdal, flanked with grand mountains jutting one before the other. In the background rises the Skaala. Walkers who cut off the curves of the road take 1½-1¾ hr. from the Jølbro to the Videsæter.

8 Kil. (pay for 9) **Vide-Sæter** (*Inn*, good, kept by the guide R. Skaare, R., B., S., each 1½, D. 2¼ kr.) lies at the top of this section of the valley. Behind the inn a path to the left leads to a railed platform above the *Øfstebrofos*.

The road gradually ascends the second section of the valley, crosses the foaming stream, and in ½ hr. begins to mount in windings to the third region of the valley. Waterfalls right and left.

To the right, above, on the steep slope of the *Raudegg*, is the long *Tystigbræ*. Looking back, we have another superb view of the head of the Strynsvand, with the Skaala and Brækkefjeld behind. Further up we twice cross the stream, which here forms pretty waterfalls, and pass several tarns.

By the *Langevand*, which is not free from ice till August, is the boundary between Nordre-Bergenhus-Amt and Christians-Amt. To the right is the E. part of the Tystigbræ. Passing several small lakes, the hilly road leads through the long *Vatsvenddal* to (2¼ hrs.' drive from the Videsæter) *Vasvendingen* (3737 ft.; rfmts.), the highest point of the road. To the right are the snow-fringes of the Skridulaupbræ. Behind we have a last view of the Skaala.

Grotlid is still about 12 Kil. distant, a drive of 2-2½ hrs. To the right, between the Raudegg and the *Skridulaup*, opens the *Maaraadal*, with its snow-fields and glaciers. Beyond the *Heilstuguvand*, turbid and milky from the glacier-water of the Maaraa, we descend to —

28 Kil. (pay for 43) **Grotlid,** *Grjotli*, or *Grjotlien* ('stony slope'; 2888 ft.; *Hotel*, new and good, R. 1½-2, B. or S. 1½, D. 2-2¼ kr.; quarters also, if need be, at the old inn, 2 Kil. E., same owner; see also p. 87), in a bleak fjeld-solitude, at the junction of the roads from Stryn, from the Geiranger, and from the Gudbrandsdal (R. 10). Opposite the hotel lives a Lapp family, who tend the reindeer on the mountains around.

Skyds Tariff to the *Djupvashytte* (3-3½ hrs.), 1 pers. 6.12, 2 pers. 9.18; to *Marok* 10.54, 15.81; to the *Videsæter* (3-3½ hrs.), 7.31, 10.97; to *Hjelle* (5-5½ hrs.) 10.03, 15.6; to *Polfoss* (2½ hrs.; p. 87), 4.59, 6.89 kr.

From Grotlid to the Tafjord, about 11 hrs. (guide to Kaldhus-Sæter necessary, 4-5, horse 7 kr.). We leave the Marok road before the bridge over the *Hamsa* (see below; the path on the right bank soon ceases), and ascend that stream to the *Viavande*, a series of lakes W. of the *Heilstuvegg* and the *Langegg*. Then past the *Fagerbottenvand* and down to the *Kaldhus* or *Kalur-Sæter*, on the lake of that name (1970 ft.; good tourist-hut). Lastly a good path down the valley and past the *Önilsvand* to *Tafjord* (p. 183) about 12 Kil.

The Road from Grotlid to Marok skirts the N. bank of the *Breidalsvand* (2888 ft.; 8 Kil. long), bounded on the N. by the *Breidalsegg* and S. by the *Vatsvendegg* or *Langvasakseln*, and crosses several of its tributaries. Among these is the *Hamsa*, about 5 Kil. from Grotlid, whose mouth we pass round. We next pass the small *Lægervand* and the *Langvand*, with the precipices of the *Stavbrækker* rising on the left and the *Djupvasegg* (5383 ft.) on the right. About 19 Kil. from Grotlid a stone marks the boundary between Christians-Amt and Romsdals-Amt.

To the left appears the snowy *Skæringsdalsbræ*, S.W. of the *Djupvand* (3295 ft.), which we now reach. The water of this blue lake, often ice-clad even in summer, descends E. to the Otta and the Laagen. The valley still rises a little towards the right. From the top the *Kolbeinsdal* descends N., traversed by a marked path to the Viavande, Kaldhus-Sæter, and the Tafjord (comp. above).

The road rounds the Djupvand, on the S. side of which we perceive the huge rocks of the *Grasdalsegg* (5151 ft.) and the Skæringsdalsbræ. A 'bautasten' marks the highest point of the road (3405 ft.). — At the W. end of the lake, 5 Kil. from the frontier-stone, 2½ hrs'. drive from Grotlid, is the —

24 Kil. (pay for 36) **Djupvashytte** (*Inn*, two houses, R., B., S., each 1½, D. 2¼ kr., very fair).

From the Djupvashytte over the *Grasdalsskar* and through the *Skæringsdal* to Skaare, see p. 174 (5-6 hrs.; guide 6 kr.).

A little farther on we reach the watershed between the Skagerrack (towards which the Otta flows) and the Atlantic. The road skirts the *Rundhorn* (4902 ft.). About 35 min. beyond the Djupvashytte a finger-post on the left points to the short ascent to the *Jattegryde*, a glacier 'cauldron', 7 ft. in diameter and 10-14 ft. deep.

The **grandest part of the route begins here. The traveller should walk (3½ hrs., or a drive of 1¾-2 hrs. to Marok). The road descends rapidly in zigzags. The distance to Marok is 17 Kil., though in a straight line scarcely 6 Kil., and the difference in height between the watershed and the fjord is 3405 ft. The road is one of the grandest of its kind, and is not surpassed even in the Alps. Nowhere in Norway is the contrast between icy fjeld and genial fjord so striking.

A superb mountain-scene presents itself, just beyond the 'cauldron', after we have crossed the *Øvre Blaafjeld-Bro*: left, the *Flydalshorn*; right, the *Vindaashorn*, and beyond it the *Saathorn* (5833 ft.), then the *Grindalsnibba* (5033 ft.); in the distance are the hills enclosing the Geiranger Fjord; far below lies the smiling Oplændskedal, which, in contrast to the vast fjeld, looks like a small park, with its meandering stream and winding road. In ¼ hr. we cross the *Nedre Blaafjeld-Bro*. Walkers had better keep to the road; the only advisable short-cuts are the path 10 min. beyond the Nedre Blaafjeld-Bro, and beyond the stone '800 m. over Havet'. To the right is the *Kvandals-Elv*, descending in falls from the *Djupedal*. After 40 min. we cross it by the *Kvandals-Bro*. Four bold curves carry us down to the upper Geiranger basin, the *Oplandskedal*, with the *Oplandsgaard* and the *Ørje-Sæter* (about 1420 ft.; to the right, ½ hr. from the Kvandals-Bro).

We again descend rapidly to the next region of the valley, the *Flydal*, with a view, to the left, of the *Flydalshorn* and *Blaahorn*. Between these, high above gaard *Flydal*, appears a great snow-mantle, sending forth waterfalls. Some 6-8 min. beyond the Ørje-Sæter, 6 Kil. from Marok, the road forms a 'Knude' or knot (1335 ft.; rfmts.), passing under a viaduct which it has just crossed. To the left, 10 min. farther, is the fine *Tverabøfos*, fully seen only from the rocks below the road. A finger-post, 10 min. farther, indicates the way to the **Flydalsdjup* (985 ft.), an abyss of several hundred feet, while in front of us lies the picturesque lower valley, with

the Union Hotel, and the church of Marok. The road soon passes the good *Hotel Udsigten* (919 ft.; p. 178); the view here is similar to that from the Flydalsdjuv. A tall 'bautasten' recalls the adoption of the Norwegian constitution in 1814 (p. lvii) and the foundation of the new kingdom in 1905.

As we descend we are struck with the profusion of waterfalls on every side. The largest streams descend on the right from the *Vesteraasdal*, and unite, 5 min. from the Hotel Udsigten, below gaard *Hole*, where we cross the *Hole-Bro*. A finger-post to the right, 2 min. farther, points the way to the *Storsæterfos* (p. 179). We cross the *Flaabro* and the *Kopebro*. Before we cross the *Gjerdebro*, by the stone '100 m. over Havet', a path to the right leads to the *Kleivafos*, a fine fall of the Vesteraas-Elv.

In 5 min. more we reach the *Union Hotel* (p. 178). The road crosses the *Vinjebro* and passes the copious *Storfos*, beyond which the river carries the united waters of the valley to the fjord. It then rounds the hill on which the church of *Geiranger* stands, passes the *Geiranger Hotel*, and ends at the steamboat-pier of —

17 Kil. (pay for 26) *Marok* (see p. 178).

b. From Falejde or Visnæs by Grodaas to Hellesylt and Marok.

Road to *Hellesylt*, a drive of 8-9 hrs., usually without change of horses, with a rest of 1½ hr. at Grodaas. Fares from Visnæs to Hellesylt: Stolkjærre for 1 pers. 9.86, for 2 pers. 14.79 kr.; caleschvogn for 2, 3, or 4 pers., 26.10, 29, 34.80 kr. (from Falejde 25, 27½, 33 kr.). — Motor Boat (Com. 320) and Steamer (Com. 327, 325) daily from Hellesylt to *Marok (Geiranger)* in 1½ hr. (fare 2 kr.).

At gaard *Svarstad*, about 2 Kil. from Falejde (p. 167) and 7 Kil. from Visnæs (p. 168), the road ascends N.W. in steep windings, affording fine views, through openings in the wood, of the fjord and the mountains behind us. The highest point of the road is about 800 ft. above the sea. Then over hilly ground, through monotonous wood, skirting the *Langesætervand* and some smaller lakes, and past several gaards, we descend to —

12 Kil. (pay for 17 from Falejde, 23 from Visnæs) *Kjøs*, on the *Kjøsbunden*, the S.E. bay of the Hornindalsvand. We may row from Kjøs to Grodaas, but driving is quicker. The hilly road skirts the lake and rounds the *Kjøsnebb*.

6 Kil. (pay for 8) **Grodaas** or *Sanden* (*Raftevold's Hot.*, R., B., or S. 1½, D. 2 kr., very fair, English spoken) has a charming site at the E. end of the *Hornindalsvand*, a lake abounding in fish and enclosed by wooded hills. Steamboat in summer (p. 166). A little to the N. is the church of *Hornindal*; N.W. rises the *Hornsnakk*.

Ascents from Grodaas of the *Hornsnakk*, *Kjøsnebb*, and other heights, 2½-3 hrs. each; also of the *Gulekop* (p. 177) and the *Glitteregg* (4173 ft.; 5-6hrs.), which rises from the lake to the S.

From Grodaas a bridle-path leads by *Tommasgaard* and *Lodemel* (Rasmus A. Lodemel, a good guide here, speaks English) to the pass of

Kviven (2795 ft.) and past the *Kvirdals-Sætre*, where it joins a path from Oterdal on the Hornindalsvand, to (5 hrs.) *Kaldvatn*, on the road from Bjerke to Førde on the Østefjord (p. 181).

Finer but longer is the pass of the *Hjorteskar* to Rørstad (7-8 hrs.). This route leads up the Hjortdal (see below) to the *Hjortdals-Sæter*, through the *Blaabrødal*, and along the glacier to the pass between the *Lauedals-Tinder* and the snow-clad *Storhorn* (5181 ft.); it then descends the *Lauedal*, past the *Lauedals-Sætre*, to *Rørstad*, on the Kaldvatn and Bjerke road (p. 181).

The road ascending the Hornindal is so steep, that walking is as fast as driving. It passes thriving gaards, the *Dønefos*, and the entrance to the *Hjortdal*. The valley expands farther up, and is flanked with snow-mountains. On the right rises the huge *Gulekop*; in front of it, the *Seeljesæterhorn* (2207 ft.), by which opens the *Knudsdal*; then, the *Mulsvorhorn* (2704 ft.); to the left, the *Brækegg* (4321 ft.) and *Lilledalsegg*.

9 Kil. (pay for 11, but not in opp. direction) *Indre Haugen* or *Hougen*, a poor station. Hans A. Raftevold is a good guide.

Farther on, up a side-valley to the left, we see the almost inaccessible-looking *Hornindalsrokken* (5017 ft.; ascent from Haugen 10 hrs., driving practicable for 2 hrs.; extensive view). We then cross the boundary of Nordre Bergenhus-Amt and Romsdals-Amt.

6 Kil. *Kjelstadli* (1391 ft.). — Grand scenery again. To the left opens the glacier-valley of *Kjelstad*; and to the right the *Rørhusdal*, with the pointed *Rørhusnibba*. We descend to *Tronstad* (1161 ft.), a little N. of which, by *Tryggestad*, the *Nebbedal* (p. 179) opens on the left. Fine view of the Fibelstadnib.

The road descends on the left bank of the *Sundals-Elv*; the valley soon contracts to a deep ravine, descending to the Sunelvs-Fjord. To the left opens the *Mulskreddal*. From the great moraine we have a splendid view of the fjord and the mountains. We cross thestream, which enters the lake in a waterfall, and pass the church of *Sunelven*.

13 Kil. (pay in opp. direction for 17) **Hellesylt** (*Grand Hotel*, R. 1½-2, B. or S. 1½, D. 2½, pens. 4-5½ kr.; Engl. Ch. Serv. in July & Aug.), grandly situated at the head of the ***Sunelvsfjord**, on which the Aalesund steamers and a motor-boat ply daily (p. 176). Vehicles await the arrival of the steamers.

From Hellesylt to the Strynsvand. We drive up the valley to the S.E., passing the fine waterfalls *Dønefos* and *Freisefos*, to *Bjørdal* and (12 Kil.) *Vold-Sæter* (quarters). For the passage of the *Flofjeld* (4 hrs.) we require a guide, who rows us over the *Nestevand* and the *Stegolsvand*. We next pass the *Aangelsvand* and descend by the *Øvre Flo-Sæter* (quarters if need be) and *Nedre Flo-Sæter* to *Flo* on the Strynsvand (p. 172).

Fine view of Hellesylt and the falls of the Sundals-Elv (see above) as we leave the pier. On the E. bank towers the *Nokkeneb* (4373 ft.); on the W. we see gaard *Ljøen*, whence a road winds up the *Ljøenbakker* (about 1970 ft.) and crosses the fjeld to Slyngstad (p. 183).

Opposite opens the ****Geiranger Fjord**, into which we steer, notable for its bold cliffs and numerous waterfalls. On the right,

the Nokkeneb; on the slope to the left, gaard *Madvik*. Then, to the right, gaards *Syltevik* and (above it) *Blomberg*, the *Liadalsnibba* (4836 ft.), and the *Gjerkelandsegg* (4941 ft.); and on the left, the *Grauthorn* (4426 ft.). The fjord now contracts. On the N. are the *Knivsflaafosse* or *Syv Søstre* ('seven sisters', but four only visible from below), falling from a perpendicular cliff. High up near them is gaard *Knivsflaa*. Above them rises the *Gjeitfjeldtind* (5145 ft.); farther on is the *Gjeitfondegg* (4800 ft.). From a gorge on the S. bank emerges the fine *Skaggeflaafos* or *Gjeitfos*, near which is gaard *Skaggeflaa* (1640 ft.). Many smaller waterfalls pour from the cliffs, but partly dry up in August. Some of them descend in spray, betraying their existence only by the white foam on the fjord; others leap sheer from jutting cliffs in veil-like form. When the cliffs are shrouded in fog, the waterfalls seem to come direct from the clouds. The rocks to the right have fantastic outlines; above them rises the *Prækestol* (pulpit). Opposite, to the left, is the *Gausdalsfos*. Also to the left is gaard *Grande*, overtopped by the *Laushorn* (4911 ft.). Nearing Marok, we obtain a superb view of the basin of Geiranger, dominated on the left by the *Suathorn* (5837 ft.). High up on the right are the snow-fields of the *Flydalshorn*. At the head of the fjord, about 20 Kil. from Hellesylt, lies —

Marok. — UNION HOT., on the hill above the church and the foaming Storfos, ½ hr. from the pier, carr. in waiting (short-cut, passing to the left of the church); HOT. GEIRANGER, 5 min. from the pier, with view of the fjord, plainer, but also good; these two belong to the same owner and have similar charges (R. 1½-3, B. or S. 1½, D. 2½ kr.). — MERÖK'S INN, close to the pier, plain, R., B., or S. 1 kr. — HOT. UDSIGTEN (*Bellevue*), on the Grotlid road (p. 176), 2½ M. from the fjord, seen, as we land, high over the church-spire; R. 1½, B. 1¼, D. 2, S. 1½, pens. 5 kr., good. — *Engl. Ch. Serv.* in July and August.

VEHICLES await the steamer: to the *Flydalsjuv* and back (2 hrs.), stolkjærre for 1 pers. 2, 2 pers. 3 kr.; caleschvogn, 2-3 pers. 5, 4 pers. 6 kr.; to the *Djupvashytte* (17 Kil.), stolkjærre for 1 pers. 4.42, 2 pers. 6.63 kr. (there and back double fare); caleschvogn there and back, 2 pers. 23½, 3 pers. 26, 4 pers. 31½ kr.; caleschvogn to *Hjelle i Stryn* (p. 172) in two days, 54.45, 60.50, 72.60 kr. (in one day, without change of horses, forbidden).

Marok, *Merok*, or *Mæraak*, is a hamlet nestling round the head of the fjord on an old moraine, overlooked by its church. Above it opens the basin of Geiranger, which the road to Grotlid ascends, rich in waterfalls (pp. 176-174).

Travellers from Marok to Stryn miss the striking view they have in the reverse direction (p. 174), but see the waterfalls of the Geiranger basin to better advantage, while in descending the Videdal farther on they enjoy the splendid panorama of the snow-mountains on the Strynsvand. As far as the Djupvashytte (p. 175) driving takes as long as walking (4 hrs.).

Visitors to Marok arriving and intending to depart by steamer should at least take an "EXCURSION TO THE FLYDALSDJUV (p. 175), a walk of 2½ hrs., there and back. The road should be kept both ways. Below the Union Hotel is the *Storfos*, in which all the tributaries of the river unite. Above the second bridge of the road ('Gjerde-Bro'), on this side of the stone '100 m. over Havet', a rough path diverges left to the *Kleivafos*, a fall of the Vesteraas-Elv. By the third bridge ('Kope-Bro') are other falls. Beyond the fourth bridge ('Flaa-Bro'), 10 min. beyond the stone

'200 m. over Havet', a guide-post points left to the *Storsæterfos* (steep ascent of ¾ hr.). — The road ascends, crossing the 'Hole-Bro' at the *Holefos*, to *Hotel Udsigten*, commanding a splendid survey of the Geiranger valley. A little farther on, beyond the stone '300 m. over Havet', a finger-post indicates the way to the right to the *Flydalsdjuv* (p. 175).

The °VESTERAASDAL, the N. approach to the Geiranger basin, between the Laushorn and the Grindalshorn, also deserves a visit. We follow the above-mentioned path, past the *Storsæterfos*, to (1½-2 hrs. from Marok) the *Stor-Sæter* (2132 ft.). Splendid view. — We may then ascend the valley to the *Vesteraas-Sæter* and mount the *Kaldhusbakker* to the S. end of a small lake, from which we visit the *Vesteraasbræ* to the left. Then either to the E., down the *Sletdal* to the Kaldhus-Sæter, or N. down the *Herdal* to the *Herdalsvand* (1618 ft.) and *Relling i Norddal* (p. 182).

Another fine excursion is to *Skaggefiaa* (p. 178; 5 hrs.). We row in 1 hr. to the *Skaggefiaaneslet*, whence the path ascends. Splendid view at the top.

FROM MAROK TO THE NORDDALSFJORD, 5-6 hrs., across the *Eidsdalsfjeld*, an easy pass. From gaard *Grande* (p. 178), to which a track leads on the N. bank of the fjord in 35 min., a steep bridle-path ascends past several gaards on the right bank of the brook. Fine view of the Geiranger Fjord all the way. After 1¼ hr. we see a pretty waterfall below us, on the left; in ¼ hr. more we reach the top of the ascent and turn to the left. Then a gradual descent to (1¼ hr.) gaard *Indre Eide* on the Eidsvand (good fishing), where a road begins. At the N. end of the lake (½ hr.) the road forks. The track to the right, at first level, then descends abruptly in 2 hrs. (but better follow the easy road to the left in 2 hrs.) to *Urdal* on the Norddalsfjord (p. 182), whence we row to Sylte in 1½ hr. (1.92 kr.).

c. From Hellesylt through the Norangsdal and by the Jørundfjord to Aalesund.

ROAD from Hellesylt to (25 Kil.) *Øie:* stolkjærre for 1 pers. 4.25, for 2 pers. 6.38 kr.; caleschvogn for 2, 3, or 4 pers. 14, 17, or 20 kr. — STEAMER from Øie to *Aalesund* (Com. 3:8) 6 times a week in 3-4 hrs. (3.30 kr.; for *Søholt* change at Hundeidvig, p. 182). — From Sæbø by Ørstenvik to Aalesund, 1-1½ day; see pp. 181, 182.

This route through the district of °**Søndmøre** contains some of the most varied scenery on the W. coast of Norway. The grandest parts are the *Norangdal*, the *Norangsfjord*, and the *Jørundfjord*.

From Hellesylt up to *Tryggestad*, a drive of ¾ hr., see p. 177.

The road to Øie turns N.W. and ascends the **Nebbedal**, a pleasant green valley sprinkled with birches. On the left rises the long *Kvitegg*, with several heights, between which a glacier is imbedded. On the right is the *Tryggestadnakken*, separated by the *Sætredal* from the abrupt *Fibelstadnib*, which forms the background of the valley all the way. To the N. rise the Smørskredtinder (p. 180).

10 Kil. (pay for 12) **Fibelstad-Haugen** (1214 ft.; *Hot. Norangsdal*, very fair, a little to the left of the road; finger-post), lying between the summit of the Kvitegg and the Fibelstadnib, on the watershed between the Sunelvsfjord and the Jørundfjord, is a good mountaineering centre.

Ascent of the °**Kvitegg** (5590 ft.; 4-5 hrs.), one of the finest in Søndmøre. Guides, *Lars Haugen* and *P. A. Lillebøe*, the schoolmaster (3-5 kr.).

FROM FIBELSTAD-HAUGEN TO BJERKE, on the Jørundfjord, a splendid walk of about 5 hrs. (with guide): W. up the valley to the *Kvitelvedalsskar*, N.W. of the Kvitegg; then past the N. side of the little *Kvitelvedalsvand*, and down its brook to the *Tussevand* (1970 ft.), where we get a

view of the wild Hornindalsrokken (p. 177); round the N. side of the lake, down the *Tusse-Elv* through a series of gorges, and past the *Tussefos* to Bjerke (p. 181).

At Fibelstad-Haugen begins the ***Norangsdal,** one of the grandest valleys in Norway. The road (to Øie $2^1/_2$ hrs., which will repay walkers) follows the E. side of the valley. In front the valley appears closed by the Smørskredtind, which with its peaks and the glacier between them recalls the Wetterhorn near Grindelwald. Several small lakes are passed. The brook sometimes disappears under the rocks and the avalanche-snow, which lies in the valley throughout the summer. A few poor sæters are built into the rocks for shelter from avalanches and stone-falls. In 1 hr. we sight the curious peak of Slogen (see below), which seems to alter its shape as we proceed. The valley contracts. The scenery is wildest by the sheer black cliff of **Staven* (over 4920 ft.), at the fourth lake. The road crosses to the left bank.

The valley expands. To the left is the *Kjeipen*, the prolongation of the Staven. The road keeps to the left side of the valley, opposite the slope of the *Smørskredtinder* (5240 ft.; ascended by Mr. Slingsby, 1884). To the left are the *Middagshorn* (4353 ft.) and *Blaahorn;* in the distance, the Saksa (p. 181).

About 2 hrs. from Fibelstad-Haugen we reach *Skylstad*, the highest gaard in the valley, at the foot of the Middagshorn. The road crosses to the right bank. Farther on (about $^3/_4$ hr. from Øie), a terrible landslip from the Kjeipen (see above) occurred im May, 1908, which covered the valley with débris and boulders and dammed it up, forming a lake and submerging the old road and several sæters (new road on the W. bank).

14 Kil. (pay for 15) **Øie** (**Union Hot.*, R. $1^1/_2$-2, B. or S. $1^1/_2$, D. $2^1/_4$, pens. 5 kr.), at the E. head of the *Norangsfjord*, 7 min. from the pier, in a beautiful and sheltered site. On both sides of the valley and fjord rise imposing mountains: the jagged *Slogen* (summit not visible from Øie) and the Middagshorn; then (right) the *Klokseggen* and (left) the *Blaahorn* (4500 ft.). On the E. the valley is closed by the Skruven (see above), with its snow-fields. To the W., the Saksa, with its singular notch from top to bottom; beyond the Jørundfjord are the jagged Grøtdalstinder, near the Bonddal (p. 185).

The ascent of the **Slogen* (5210 ft.) is recommended to good climbers (from Øie 4 hrs., with guide); the last part is an interesting clamber over rocks, free from danger. The view, called by Mr. Slingsby one of the noblest in Europe, embraces the numerous peaks of Søndmøre, and is often preferred to the Jotunheim views.

A grand but fatiguing route leads from Skylstad (see above) between the Slogen and the Smørskredtinder over the pass of *Skylstadbrekken* (2592 ft.); then either N.E. to Stranden (p. 183), or N.W. by gaard *Brunstad* in the Velledal down to Aure (p. 184).

The ****Norangsfjord** (steamers, see Com. 328) is an arm of the Jørundfjord, of similar Alpine character. Leaving Øie we see the *Elgenaafos* on the left; then the gaards of *Stennæs* in an exposed

situation under the *Staalberg* (4138 ft.); and on the right, at the mouth of the *Urkedal*, the gaards of *Urke* (pier). In the distance rise the snow-clad peaks of the *Vellesæterhorn*. To the W., above Urke, towers the *Saksa* (3446 ft.), which with the Staalberg forms the grand portal to the Norangsfjord. Behind us is the Slogen.

The **Jørundfjord** (or *Hjørund* or *Jøring-Fjord*), which the steamer now enters, is one of the most superb in Norway. Instead of being a deep cutting in the great Norwegian plateau, with nearly upright sides, it is flanked with picturesque ranges and peaks, some of them strikingly bold and pointed, others isolated by deep gaps or notches ('Skard'), with snow and glaciers far above. Viewed by evening-light the effect is singularly beautiful.

The S. part of the Jørundfjord is visited by the steamer thrice a week. On its W. bank is gaard *Skaare*, with the 'Fos' of that name, at the foot of the *Skaaretinder;* on its E. bank, to the S. of the *Jagta* (5240 ft.), lies gaard *Viddal* (pier). At the S. end of the narrowing fjord, high above the water, lies **Bjerke** (quarters at *Øie's*, the school-master), the terminus of the steamer. Above it rise the *Bjerkehorn* (4445 ft.) and the *Tussenut* (4203 ft.). Near it is the *Tussefos*, descending from the Tussevand in three stages. Jacob Bjerke is a good guide.

A road (slow stations) leads from Bjerke up the *Sjaustaddal*, by *Rørstad* and *Rueid*, to (15 Kil.) *Kaldvatn* (p. 177). and down to (8 Kil.) **Førde** (quarters at *D. Maan's*), on the *Østefjord*, the S.E. arm of the Voldenfjord. (To Volden, 18 Kil., by boat; p. 185.). From Rørstad the *Storhorn* (5186 ft.) may be ascended in 6 hrs.

On other days the steamer, on leaving the Norangsfjord, steers to the W. bank of the Jørundfjord, over which towers the jagged *Storhorn* (see above), adjoined by the *Skaaretinder*. It then passes the *Hustadnæs*. On the bank, a little S., is the *Raamandsøjel*, a cavern in the rock *Raamand*.

Sæbø (skyds-station), with the church of *Jørundfjord*, lies in a small bay, at the mouth of the well-tilled *Bønddal* (p. 185), backed by the *Veirhalden* (p. 185). Grand view of the S. arm of the lake, with the snow-fields of the Kvitegg (p. 179) and Tussenut (see above) beyond.

From Sæbø to *Ørstenvik*, 24 Kil., a beautiful drive (comp. p. 185); from Ørstenvik to Aalesund steamer 4 times weekly (Com. 321).

The scenery of the N. part of the Jørundfjord is at its grandest as we near *Store Standal* (pier), at the mouth of the valley of that name (p. 185), on the N. side of which rise the glacier-clad *Kolaastinder* (4800 ft.), and on the S. side the vast snow-fields of the *Sølvkallen*. To the N. towers the *Standalshorn*. As we steam on we have a very fine view of the *Lille Standal*, with the serrated snowy ridge of the *Romedalshorn*, recalling the Aiguilles of Mont Blanc; beyond rise the *Tre Søstre*. — Comp. *Map*, p. 186.

On the E. bank, opposite Standal, rises the imposing *Molaupsfjeld*, named after gaard *Molaup* at its N. base. Near it is the

cavern *Troldgjel*, where a phenomenon similar to that on the Lysefjord has been observed (p. 111). Then, on the same side, is the *Stettefjeld*. On the W. bank are the cloven *Jønshorn* (4714 ft.), with a glacier in the depression, and the station of *Salterø*. We now cross the mouth of the Jørundfjord, obtaining in clear weather a final survey of the whole fjord (36 Kil. long), as far as the snowfields of the Skaaretinder, and call at *Hundeidvig*, where there is correspondence twice a week with the boats to Søholt and Marok (comp. p. 184).

We next steer W. to *Fæstø*, and then N. through the *Vegsund* (see p. 184) to *Aalesund* (3¾-4 hrs. from Øie).

d. From Marok and Hellesylt by Søholt to Aalesund or Molde.

Steamer from Marok to *Søholt* (Com. 327 and 335) daily in 4½-9 hrs. (fare 3.60 kr.); to *Aalesund* in 7-12 hrs. (fare 5.10 kr.). — From Søholt to (26 Kil.) *Vestnæs* Road. From Vestnæs to *Molde* Steamer in 1 hr. (fare 2.30 kr.; see p. 187).

Marok, see p. 178. The steamer returns to the *Sunelvsfjord* and *Hellesylt* (p. 177), and then steers N. Of the mountains flanking the fjord the chief are, W., the *Aakernæsfjeld* (5042 ft.), jutting far into the fjord, and, E., the *Nonsfjeld* and *Snushorn*. On the E. side are several gaards and waterfalls.

From the Sunelvsfjord, at the entrance to which, W. and E., are the *Oksnæs* and the *Skrenak*, most of the steamers turn E. into the **Norddalsfjord**, the inmost arm of the Storfjord (p. 183). On the N. bank lie the gaards *Li* and *Overaa*. On the S. bank is the rock called *St. Olafs Snushorn*. The first station (2 hrs. from Hellesylt) is —

Ytredal, at the mouth of the valley of that name. (Pass to the Geiranger Fjord, see p. 179.) Then *Relling*, with the *Norddalskirke*, whence the wild *Torvløisa* (5994 ft.) may be ascended in 5 hrs.

Sylte (*Hot. Grønningsæter*, good), with the church of *Muri*, lies on the N. bank. A vein of bright quartz in a rock high above the fjord is called *St. Olafs Slunge* or *Syltormen*. To the E. rises the *Heggurdalstind*.

From Sylte over the Stegafjeld to the Romsdal, an interesting route of 1½ day. The road ascends the old moraine of *Langbrekken*. At the top is a cross in memory of St. Olaf, who in 1028 fled from Sylte to Lesje in the Gudbrandsdal (p. xli). The road then ascends the *Valdal*, crossing the river several times, and passing pleasant gaards, which attract summer-visitors from Aalesund. At gaard *Rem*, 12 Kil. from Sylte, horses and vehicles may be obtained. Beyond Rem we cross the great 'Ur' of *Skjærsurden*. At gaard **Langdal** (rustic quarters), about 20 Kil. from Sylte (3½ hrs.' drive) a guide may be obtained (to Veblungsnæs 8 kr.). The road ends at *Øvre Støl*, 20 min. farther. We now ascend the *Meierdal*, past the *Øvre Støl*, at first on the left bank of the stream. By the first large 'Varde', 1¼ hr. from Nedre Støl, we descend to the left and cross the stream by a natural bridge. We now follow the Varder, passing several small lakes, to the (1¼ hr.) top of the pass of the *Stegafjeld*. In ¾ hr. more the valley descends abruptly, and we sight the Isterdal and the Romsdal Mts. (p. 190), with a bit of the Romsdal Fjord in the

distance. We then descend the *Stégane*, an awkward zigzag path, past the *Isterfos*, with a view of the W. side of the Troldtinder (p. 190) to the right. In 1 hr. from the top of the hill we reach the *Knud-Sæter*, and in ½ hr. more the *Bjørn-Sæter*, where we cross the *Istra* by a narrow wooden bridge. At (20 min.) the *Sogge-Sæter* begins a cart-track, which, turning to the left by (40 min.) the houses of Isterdal, leads in 1 hr. more to Veblungsnæs; or we may turn to the right to gaard *Sogge*, cross the bridge to the Romsdal road, and follow the latter to Aandalsnæs (p. 188).

To the S.E. of Sylte is the ***Tafjord**, served once weekly by a steamer bound for Aalesund, and twice by one going to Marok, very grand, but inferior to the Geiranger. On the left of the entrance are two high waterfalls; then the **Muldalsfos*, to which a footpath ascends. The upper part only is seen from the fjord. The terminus of the steamer is at the hamlet of *Tafjord* (11 Kil. from Sylte; poor quarters). On the hill above, to the right, are iron-mines owned by an English company. Lofty snow-mountains peer over the banks on every side.

From Tafjord a bridle-path ascends through fine and at places superb scenery, generally skirting the foaming torrent, to (2½ hrs.) the tourist-hut *Kaldhus-Sæter* (p. 174), whence mountain-paths lead to the *Djupvashytte* (p. 175) and to *Grotlid* (p. 174). — From gaard *Maldal*, by the Muldalsfos (see above), to *Stuefjaaten* in the Romsdal, see p. 191.

From Sylte we steer W., past the pretty gaards of *Linge* and the *Liabygd* (station). To the left, a beautiful view of the Sunelvsfjord up to Hellesylt. The steamer then crosses to —

Stranden (quarters at *K. Olsen's*, *P. Ous's*, and gaard *Ringstad*), with its church and the pleasant gaards of *Slyngstad* (pier), at the mouth of the *Strandedal*.

The fjord, also called *Strandefjord* or *Slyngsfjord*, continues beautiful. Rounding the prominent *Stordalsnæs* or *Holmen*, we steer into the small *Stordalsvik* (pier), with gaards *Hove* and *Vinje*, at the entrance to the *Stordal*. The next stations are *Dyrkorn* and *Vagsvik*, whence we may ascend the *Laupare* (4754 ft.), or drive to Sylte on the Tresfjord (p. 188). Nearly opposite Vagsvik is the bay of *Sjøvik* with the station *Ramstad*.

We round the *Gausnæs* and (3½-4 hrs. from Sylte) reach —

Søholt, or *Sjøholt* (*Hot. Søholt*, kept by A. Rasmussen, good, R. 2, B. or S. 1½, D. 2 kr.; *Th. Sjøholt Enke's Hot.*; Engl. Ch. Serv. in July & Aug.), at the N. end of the pleasant *Ørskogvik*, and separated from the church of **Ørskog** by a stream which here falls into the fjord at the base of the *Liffjeld* (ascent 1½ hr.). To the N.E. is the *Snaufjeld* (2880 ft.); over the Gausnæs rise the mountains by Aure (p. 184). — From Søholt to *Molde*, see p. 185.

Road to Aalesund, 40 Kil. (a drive of 5-6 hrs.). Stations: (13 Kil.) *Fluate* or *Flote*, (13 Kil.) *Rodsæt*, and (14 Kil.) *Aalesund* (comp. p. 184).

The steamer touches at the small wooded *Langskibsø*, in a bay between the mainland and the *Oksenø*, next at *Glomset*, and steers S. across the fjord, here for a short distance called *Nordfjord*, and then **Storfjord**. In the wider sense the latter name embraces the whole fjord up to Sylte (p. 182). We steer round the *Aursnæs* to

Aure *(Hot. Søndmør; Hot. Aure)*, on the *Søkkelvsfjord*, prettily situated, with grand environs. As we near it we see the *Hammersættinder* rising above Aure on the left; to their right is the pointed *Strømshorn* (3222 ft.); then the *Brunstadhorn*, the *Gjeithorn*, the *Vellesæterhorn* (4750 ft.), and the *Ringdalstind*, partly snow-clad.

Beautiful Excursion of one day (48 Kil.; slow stations; best therefore to hire vehicle for the whole trip at Aure). We drive E. to (11 Kil.) *Sjøvik* (p. 183); then S. up the *Ramstaddal* to the (12 Kil.) *Ny-Sæter* (quarters), on the *Nysætervand* (1217 ft.), whence the *Øseskar* (3937 ft.; fine view) is easily ascended. We next cross a hill to the *Velledal*, where *Brotninghaug*, its highest gaard, is 6 Kil. from the Ny-Sæter. Magnificent view, in descending, of the snow-mountains above mentioned. Then past gaard *Velle*, where the valley bends N., to (13 Kil.) *Strømmegjærdet*, at the S. end of the Søkkelvsfjord, and back to (6 Kil.) Aure.

On the W. side of the Søkkelvsfjord is the station *Ekornæs*, with the *Skopshorn* (4430 ft.) above it. Then, on the Storfjord, S. and N., the stations *Tusvik* and *Emblejm* or *Emblem*. We next steer E. of the large island of *Sulø* and enter the narrow *Vegsund*, with its pier; but some vessels go round the whole island and pass between it and the Hareidland. [Steamers in the reverse direction steer S. from Vegsund to *Hundeidvig*, where the Hellesylt and Jørundfjord lines (p. 181) correspond.] From Vegsund we cross the *Borgundfjord* to the Buholmskai, and then steer round the Aspø to the Skandsekai, in the harbour of Aalesund.

Aalesund. — Schieldrop's Hotel (*Sch.* on the Plan, p. 186), on the Skandsekai, 5 min. from the pier, good, R. 2-4, B. or S. 1½, D. (2 p.m.) 2 kr.; Scandinavie (Pl. *Sk.*), Løvenvold-Gade 8, farther from the quay, R. 2-4, B. or S. 1½, D. 2 kr., well spoken of. — Post and Telegraph, Notenæs-Gade, 4 min. beyond Schieldrop's Hotel.

Aalesund, a busy trading town with 11,800 inhab., lies on the *Nørvø* and the *Aspø*, two islands on the outer fringe of the 'Skjærgaard', a favourable site to which it owes its rapid rise. It was only in 1824 that it became a harbour, and in 1848 that it was privileged as a town. Originally built of wood, it was almost entirely burned down on 23rd Jan. 1904, but has been since rebuilt in stone. Aalesund is the commercial centre of the whole region of the Storfjord (see p. 183), and for the cod-fisheries of the W. coast (yielding 5-6 million kr. per annum). The harbour, which opens N.W. between the two islands, is protected by the *Skandse*, a peninsula of the Nørvø, on one side, and by bulwarks on the other. The narrowest part of this strait, the *Aalesund*, which gives the town its name, is crossed by a bridge. On the Nørvø ('indom Sundet') are the custom-house, the inns, etc., and on the Aspø ('udom Sundet') are the church and the school. On the E. side of the Nørvø quarter is a pretty *Park*. From the E. side of the park a steep path ascends in steps to the 'Fjeldstue' on the (¼ hr.) nearer height of the **Axla* or *Aalesundsaxla* (509 ft.), where we have an extensive view of the sea, the islands, and the Søndmøre Mts. to the E. — A road on the S. side of the Nørvø, in the direction of Søholt (p. 183), affords fine views of the mountains.

The Steamboat Traffic of Aalesund is brisk. Besides the coasters of the *Bergen* and *Trondhjem* line (p. 159), and the Søndmøre steamers to *Hellesylt* and *Geiranger* (Com. 327), to the *Jørundfjord* (Com. 328), and to *Molde* and the *Romsdal* (Com. 332), note also the line —

From Aalesund to Eidsaa and Aahjem (Com. 321). The steamer passes the island of *Hessen* (p. 161) and rounds the E. end of the *Sulø*, into the *Sulefjord*, between E. the Sulø and W. the island of *Harveidland*. On the latter, the hills of which rise to 2360 ft., are the stations *Brandal*, *Horeide* with its church, and *Liawaag*. We next cross the *Vartdalsfjord* to *Vartdal*, and steer S., past the *Liadalshorn* (3510 ft.), to the *Ørstenfjord*, at the head of which (3 hrs. from Aalesund) lies —

Ørstenvik (*Ørstenvik's Hot.*, good), at the mouth of the well-tilled *Ørstendal* or *Aamdal*, watered by the *Ørsten-Elv*. To the N. rises the *Saudehorn* (4330 ft.; easy ascent, and back, 5-6 hrs.; fine view of the Søndmøre Mts.). Another point of view is the *Melshorn* (2740 ft.; a shorter ascent). From Ørstenvik to the Jørundfjord, see below.

From Ørstenvik to Volden by road (11 kil.), a drive of 1¼ hr.; the steamer, rounding the peninsula between the Ørstenfjord and the *Voldenfjord*, takes 1½-2 hrs.

Volden (*Norss's Hotel*), near the slow skyds-station of *Rødsæt* (good quarters), on the E. bank of the Voldenfjord, is another starting-point for the Jørundfjord (see below).

Then several small stations, beyond which, once a week, the steamer goes to *Eidsaa* on the *Søvdefjord*, and twice a week to *Aaeim* on the *Vanelvsfjord* (p. 160; about 5½ hrs. from Volden), returning to Aalesund by the same route.

The *Roads to the Jørundfjord from Ørstenvik and from Volden form the finest approaches from Aalesund to the Alpine scenery of Søndmøre. Valleys with rich vegetation are framed with strikingly picturesque mountains. — From Ørstenvik the old road leads by (10 Kil.) Vatne and through the Bonddal (see below; 3½ hrs.). The new road leads through the Follestaddal (3 hrs.). Both roads first ascend the beautiful *Ørstendal*, in view of a fine mountain-background, to gaard *Aam*, 5 Kil. from Ørstenvik, at the mouth of the ***Follestaddal**. We ascend the latter, in view of the superb *Kolaastinder* (p. 181), whence a glacier dips to the E. At gaard *Kolaas* (8 Kil. farther; modest quarters) the *Romedal* diverges to the left. The road, now rough and hilly, ascends the *Standalseid;* at the top we get a splendid *View of the Kolaastind behind and the peaks on the Jørundfjord before us. Then down the *Standal* to (8 Kil.) *Store Standal* (pier; no quarters; p. 181). Lastly, row to Sæbø, 8 Kil.

From Volden the road crosses the *Kløvdalseid* (984 ft.), and at gaard *Brautesæt* joins the road from Ørstenvik and Aam (see above), at the N. end of the *Vatne-Vand*, the E. bank of which it skirts.

13 Kil. *Vatne*. Then uphill, past gaard *Osvold*, at the mouth of the *Bjørdal*, to the pass (919 ft.), where the *view of the Jørundfjord Mts. is revealed. Next down the **Bonddal**, flanked by the *Veirhalden* (4013 ft.) and the *Gretdalstind* on the left, and the *Aarsethorn* (4498 ft.) and *Storhorn* (4488 ft.) on the right, and past several gaards. By gaard *Hustad*, on the Storhorn, high up on the right, is the ravine *St. Olafsdal*.

14 Kil. (pay for 19, in opp. direction for 20) *Rise* (good quarters); ¼ hr. farther is the pier of *Sæbø* (p. 181). Lastly by steamer or boat-skyds to *Øie* (p. 180; 10 Kil.; order early).

From Søholt to Molde. — Vehicles generally in waiting (p. 183; stolkjærre to Vestnæs, 1 pers. 4½, 2 pers. 7½ kr.). The road ascends the *Ørskogdal* to a moorland plateau with a small lake. The numerous huts are '*Loer*' for sheltering the hay; the long poles mark the route in winter. Beyond the highest point and the boundary between Bergens-Stift and Trondhjems-Stift, is (10 Kil.) the tourist-hut of *Ørskogfjeldet* (coffee, 'brus'). We then descend the *Skorgedal*.

15 Kil. *Ellingsgaard* (574 ft.). Right and left are the *Brustind* and the *Ystlinder*. The valley becomes prettier. At *Viken* we reach the picturesque *Tresfjord* and skirt its W. bank, passing several gaards. We cross the mouth of the narrow *Misfjord*, leaving the church on the left, to —

11 Kil. *Vestnæs* (p. 187; in all 3¼ hrs.' drive). Steamer once or twice daily to Molde and the Romsdal (Comp. 332, 338, 341).

27. Molde and the Moldefjord. Romsdal. Eikisdal.

Arrival. The pier of the large steamers adjoins Hot. Alexandra; omnibus from the Grand Hotel meets steamers. The fjord-steamers land not far off, at the Torv, and also by the Grand Hotel.

Hotels: Grand Hot. Pommerenk, finely situated at the E. end of the town, well fitted up, with baths, R. 2½-7½, B. 1½, D. (2 p.m.) 3 kr.; Engl. spoken. *Hot. Alexandra, at the W. end, with baths, R. 1½-3, B. 1½, D. 3, S. 2 kr. — Søstrene Holm (Pl. H), R. 1¼, B. 1, D. 1½ kr.; Moldenæs Hot., in the main street; Søstrene Eide, well situated on the fjord, pens. 4 kr.; G. Anderson.

Sea Baths, 6 min. W. of Hot. Alexandra (25 ø., towel 7 ø.; for men 7-9, 11.30-2, and 5-8).

Post & Telegraph in the main street (see Plan). — *Engl. Ch. Serv.* in summer at the parish-church. — British Vice-Consul, *P. F. Dahl.*

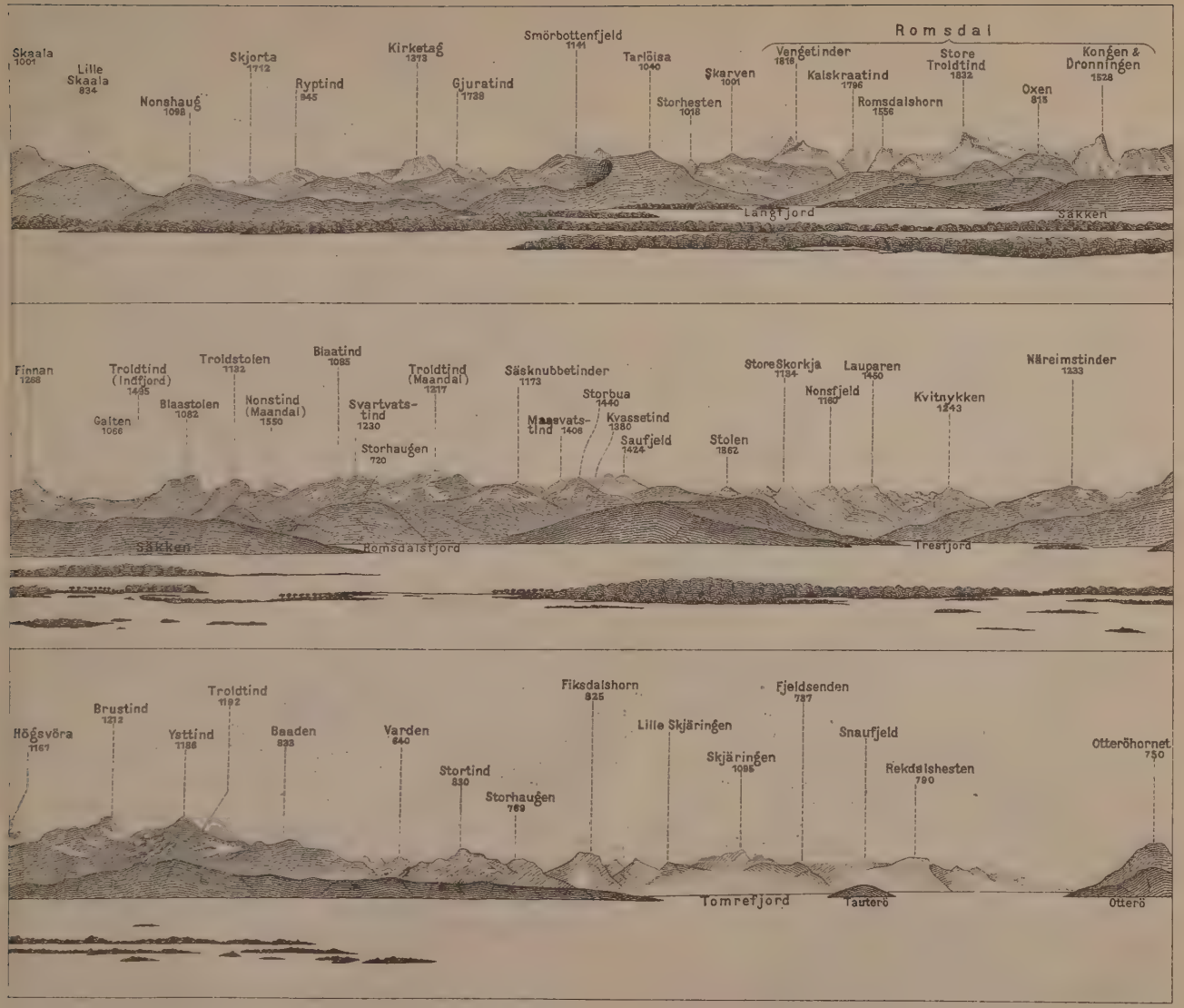
Steamers to *Bergen* and to *Trondhjem*, each 11 times a week, to *Aalesund* 17 times; to places on the Moldefjord, see pp. 187, 191. — Careful enquiry should be made as to hours of departure. — Motor-launches may be hired by the day for excursions.

Molde, a bright little town of 1700 inhab., dating from the 15th cent., is pleasantly situated on the N. bank of the *Moldefjord*, at the foot of green slopes backed by higher hills. Its trade is now small, but it is a great summer-resort. Being sheltered from N. and W. storms, the vegetation is surprisingly luxuriant here, though nearly 3° of lat. N. of St. Petersburg. Roses abound, and some of the houses are overgrown with honeysuckle. Birch, beech, horse-chestnut, lime, ash, and cherry-trees thrive. The cherries are good, though small. — The *Church* contains a picture by Axel Ender: the Women at the Sepulchre.

The great charm of Molde is the noble survey it affords of the broad fjord and the long chain of mountains to the S. and S.E., with their rocky crags and snow-clad peaks. The finest point of view is the **Rekneshaug** (259 ft.), a hill laid out in promenades, N.W. of the town, to which we ascend in 20 min. from the Grand Hotel by the upper road, crossing the *Molde-Elv* and passing the church, or in ¼ hr. from Hot. Alexandra. At the top is a pavilion, with a view-indicator. In the foreground lies the town, at the foot of green hills, beyond which stretches the beautiful fjord, broken by the long islands Hjertø and Faarø. Our Panorama, taken from a slightly higher point, gives the names of the chief heights.

Between the Humle Have, a private garden, and the Rekneshaug a path, indicated by a finger-post 'til Varden', and joined after a

NORDFJORD & SYDL. SÖNDMÖRE
Aalesund
Aalesund
Aalesund
Östen 3° for Paris
3°30'
4°
4°30'
2°30'
62°
Wagner & Debes, Leipzig.
1:500.000
Norske Mile
Engl. Miles
Sildegabet
Vanelvsgabet
Vanelvsfjord
Dalsfjord
Daviks Fj.
Nordfj.
Hundviks Fj.
Utfjord
Invikfj.
Hornindalsvand
Jostedalsbræ
Nordfjord
Sunnfjord
Nordalsfjord
Sunndalsfjord
Romsdalsfjord
Gurskö
Sandö
Stadt-
landet
Vanelven
Volden
Aalfot Brä
Bremanger
Fröjen
Gulen
Hovden
Nordgulen
Mittgulen
Sydgulen
Fördesdal
Hornindal
Stryn
Loen
Olden
Innvik
Indvik
Gloppen Fj.
Hyen
Skjolden
Lom
Vaage
Leikanger
Sogndal
Balestrand
Fjærland
Jölster
Molde
Kristiansund
Trondhjem
Drontheim
Bergen
Christiania
Christiansand
Stavanger
Haugesund
Sweden
Norway



1:17.500 0 100 200 300 400 500 Mètres

1:17500 0 100 200 300 400 500 Mètres

few min. by the path from the Rekneshaug, ascends to the right through a white gate past a pavilion with a flagstaff (r.fmts.), to the (1 hr.) top of the ***Moldehei** (1349 ft.), with a refuge-hut (usually closed) and a huge vane. The view is more extensive but less picturesque than from the Rekneshaug. About 5 min. W. of the hut is a stone 'varde', with benches commanding the open sea.

A charming walk may be taken in the avenue leading W. from the Alexandra Hotel, past the garden of *Reknes*, a hospital for consumptives. Still finer is the avenue leading E. from the Grand Hotel, past the old *Molde-Gaard*, and skirting the ***Fanestrand** or *Fannestrand*, where the rich vegetation of Molde is seen to advantage. The road is shaded with birches, ashes, maples, larches, and other trees, and is flanked with pleasant gaards, villas, and gardens, such as Consul Johnson's *Buen Retiro*, $1\frac{1}{2}$ M. from the Grand Hotel (visitors admitted). About 20 min. farther is the consumptive hospital of *Legvarik*. All the way we enjoy a fine view, to the S., of the fjord and the distant mountains. Continuation of the road, see p. 196.

To the N.E. rises the **Tusten** (2284 ft.; $2\frac{1}{2}$-3 hrs.; guide advisable, as the way is not very easy to find). At the bridge on the upper road, on the left bank of the Molde-Elv (see p. 186), is a red, white, and blue finger-post, showing the way to the Tusten, passing the match-factory of *Elvbakken*. After 5 min. a footpath ascends to the right, marked by other posts, at first through wood, always to the E., past several ponds, and partly over bog and moor. Lastly, a steep ascent, following the 'Varder', to the top, crowned with its huge Varde or 'stone-man'. The view is very extensive, embracing the fjord and the mountains to the N., E., and S., and the boundless Atlantic to the W.

To THE TROLDKIRKE, a day's excursion from Molde (stolkjærre there and back 6, 2 pers. 9, carr. and pair 12-14 kr.). We ascend the *Aaredal*, diverging from the Fanestrand (fine view of the Moldefjord from the top of the hill), and descend the *Malmedal* to the *Malmefjord* and the skyds-station of (20 Kil.) *Julsæt*. We then ascend again, and farther on leave the *Indre Fraenen* road to the left. At gaard *Varhol* (5-6 Kil. from Julsæt, 4 hrs.' drive from Molde) we obtain a guide and torches for a visit ($2\frac{1}{2}$-3 hrs.) to the **Troldkirke**, a cavern in a shining white vein of limestone in the *Tverfjelde*, 70-80 yds. long, 7-10 ft. wide, and 7-22 ft. high.

a. Excursion to the Romsdal.

STEAMBOAT from Molde to *Aandalsnæs* (or *Næs;* Com. 332, 335, 338, 345) in 2 5 hrs. (fare 2-2.50 kr.). The last part of the voyage is magnificent. — ROAD from Aandalsnæs up the *Romsdal* (comp. p. 189). The walk from Aandalsnæs to (27 Kil.) *Flatmark* and the drive back (3 hrs.) form a pleasant day's outing. Those who are short of time may turn at *Horgheim* (p. 190). Or, we may take steamer (Com. 339) to *Alfarnæs*, walk or drive to *Thorrik*, and cross to Aandalsnæs (comp. p. 192). — Passes between the Romsdal and the *Eikisdal*, see pp. 189, 191.

The vessel steers S., affording a fine view of the mountains, backed, at the head of the Tresfjord, by the Laupare (p. 183), with a large snow-field in the depression. In 1 hr. we reach —

Vestnæs (*Hot. Vestnæs*, 5 min. from the pier, R. $1\frac{1}{2}$-2, B. or S. $1\frac{1}{2}$, D. 2 kr., very fair), with its church, on the W. side of the entrance to the *Tresfjord*, a deep bay set in wooded hills and bare

rocky peaks. The road to **Søholt** begins here (p. 186). A steamer ascends the Tresfjord (Com. 341) twice a week, to *Viken* and *Sylte* (whence a road up the *Kærsejmsdal* leads to Vagsvik on the Storfjord, 17 Kil.; p. 183), returning by *Dougstad* and *Vikebugt*.

We steer E., past *Gjermundnæs*, with an agricultural school on a hill. Fine view of the snow-clad Ystinder. To the left is the island of *Sækken*, on which lies *Vestad* (called at once or twice weekly), where we have a fine glimpse up the Langfjord, with the Skaala (p. 192). On the right, the populous *Vaagestrand*, with its white church, and the pier of *Ræstadbygd* (called at once or twice weekly).

The view ahead is very picturesque. To the right of the wooded *Oksen* (2674 ft.), in the distance, appear the furrowed Vengetinder; then the Store Troldtind, with its large snow-field, Kongen, and Dronningen (p. 190). Some of the steamers enter a small bay at the foot of the Oksen and call at **Nordvik**, whence a road, passing the church of *Ejd*, crosses to the Rødvenfjord (p. 192).

The view becomes still grander. On the S. bank rise the *Troldstole* (3714 ft.), notably *St. Olafs-Stol*, with a 'Botn' enclosed by two hills. Some steamers call at **Vold**, with its new timber church, at the mouth of the fertile *Maandal*, backed by the Troldtind and Nonstind with their snow-fields.

We pass the mouth of the **Indfjord*, with its superb mountain-background (Isterdalsfjeldene, p. 182); on the E. it is bounded by the *Skotten* (3438 ft.), with a waterfall. Fine view of the *Smørbottenfjeld* (3744 ft.) to the N.; to the S. rise the Romsdal Mts.: the Vengetinder, the sharply-cut Kalskraafjeld (p. 190), looking small in the distance, with its glacier, and the fissured Romsdalshorn (p. 190). These mountains average nearly double the height of those of Wales and Westmorland.

Veblungsnæs (*Romsdal Hot.*, good), at the foot of the *Sætnesfjeld* (3900 ft.), S. of the influx of the *Rauma* into the Romsdalsfjord, is a much less important entrance to the Romsdal than Aandalsnæs, but carriages generally meet the steamers. To the E. of the village (5 min.) is the church of *Gryten*, an octagonal timber building. Just beyond it the road forks: the branch to the left, crossing (1/2 hr.) a long bridge, leads to the Romsdal; that to the right leads past the houses of *Sætnæs* and a military camp to Isterdal (p. 182).

The steamer passes the broad mouth of the Rauma, affording a superb view of the Romsdal, and steers round the promontory on its N. side, where we have a glimpse of the Isfjord, to —

Aandalsnæs. — HOTELS (apt to be unpleasantly crowded): *GR.-HÔT. BELLEVUE, on a height, 5 min. from the pier, with baths and fine open views, Engl. spoken; R. 2-2½, B., or S. 1½, D. 2½ kr. — HOT. ROMSDALSHORN, nearer the pier, good, but plainer, R., B. or S. 1½, D. (2-3 p.m.) 2 kr. — PARK HOTEL (formerly H. Hjelgenæs), on the Romsdal road, ¾ hr. from the pier (p. 190), R. or D. 2½, B. or S. 1½, pens. 5-7 kr.; HOT. HALSA, see p. 190.

Conveyances await the steamboats. The fares on the cards shown by the driver *include* the return; thus, to Horgheim (p. 190) and back, stolkjærre for 1 pers. 5, for 2 pers. 7, carr. and pair 19 kr.; comp. also p. 88.

Guides. *Mathius Soggemoen* and *Erik Nordhagen* of Gryten (p. 188).

Aandalsnæs, usually called *Næs* or *Nes*, on the picturesque, mountain-girt *Isfjord* (steamer several times weekly), to the N. of the mouth of the *Rauma*, is the chief approach to the Romsdal and well suited for some stay. The nearest height is the *Mjelvafjeld*, the front spur of which is also called *Næsaxlen*. Farther off is the *Storhest*. To the right of the Næsaxel we look up the Romsdal with the Vengetinder, Romsdalshorn, and Troldtinder; to the right of these we see the Isterdal (p. 182) and the Sætnesfjeld; to the W. rise the Troldstole (p. 188) and the Blaatind (3560 ft.); to the N. the heights of the Blaafjeld; to the E., in the distance, the Gjuratind and other Eikisdal peaks.

Excursions. To the *Romsdal*, see below. — By road on the S. bank of the *Isfjord*, in view of the mountains in the background of the fjord, the *Strandheia* (2592 ft.), *Bredvikheia* (2838 ft.), *Stortungen* (3145 ft.), to (5 Kil.) *Sten*, terminus of the Romsdal steamers; or we may turn back halfway. — To the *Isterdal*, as far as the *Isterfos*, or up the *Stégyane* to the *Stegafjeld* (p. 182). — Row to *Thorvik* (p. 192; boat-skyds; 2 hrs. there and back; bargain advisable), and take a walk on the beautiful coast-road.

From Aandalsnæs to Øveraas on the Eikisdalsvand, a drive of 1¼ and a walk of 6-7 hrs., trying in part, especially in wet weather. Skyds to Grøvdal (15 Kil., pay for 17), on the S. bank of the Isfjord, past *Sten* (see above), to the E. end of the fjord; then across the *Isa-Elv* or *Hens-Elv*, on the right bank of which (left) lies the church of *Hen*. Hilly road up the well-cultivated **Grøvdal**, past gaards *Karli* and *Unheim*. To the right a fine view of the *Vengedal*, the Vengetinder, and (to the right of these) the Romsdalshorn. In front are the abrupt *Moanebba* and the *Sœternebba*. The road ends (drive of 1¼ hr. from Næs) at gaard —

Grøvdal, whose owner (Ed. Grøvdal) acts as guide (to the Meringdals-Sætre 4-5 kr.). Quarters also at gaard *Morstøl*, on the opposite bank. — Seen from Grøvdal, the valley appears closed by the *Nyhøitind* (5247 ft.), with its large snow-field, and S.W. of it the *Gjuratind* (5702 ft.; summit not visible). The ascent of the Gjuratind (and back), 9-10 hrs., is described as difficult (especially at the end), but most interesting.

From Grøvdal we walk, crossing two bridges, to (½ hr.) the *Grøvdals-Sætre*, where the ascent gets steeper. The path, at first on the left bank, crosses (1¼ hr.) to the right bank by a bridge. Farther on (red and white marks) it turns to the left and mounts to the pass of the *Rendølsskar* (about 3 hrs. from Grøvdal). Descent over snow and 'Ur', passing to the left (W.) above the *Svartevand*, overlooked by the rocky *Hesten*. Then another steep descent. About 1 hr. from the pass we come in sight of the Eikisdalsvand, with left and right the Gousøre (p. 193) and the Vikesakisen (p. 193). At the *Meringdals-Sætre*, 1½ hr. from the Rendølsskar, the path becomes more distinct. Øveraas is constantly in sight. In 20 min. we cross the stream to the left, at a point indicated by 'varder', and soon reach the landing-place of the small boat, for which we shout 'hoio bot!' from above.

Øveraas, see p. 193.

The ***Romsdal**, or valley of the *Rauma* (p. 89), is one of the most famous in Norway. The road from Næs descends to the right bank of the river and (2 Kil.) unites with that from Veblungsnæs (p. 188; 3 Kil.). It then ascends the smiling, park-like valley (alders, birches, ashes), flanked with high mountains.

On a height to the right, about 4 Kil. from Næs and nearly surrounded by the Rauma, is the *Park Hotel* (see p. 188). Farther on, to the left, is gaard *Aak*, owned by an Englishman. To the right, beyond the stream, opens the *Isterdal*, with its peaks: left, *Bispen* ('the Bishop') and *Søstrene* ('the Sisters'; 3094 ft.); right, *Kongen* ('the King'; 5013 ft.). A little farther on is *Hot. Halsa* (R. 1½-2, B. or S. 1½ kr., good), beyond which a road to the right crosses the Rauma to gaard *Sogge* (comp. p. 183). On our road lie gaards *Hole* and *Venge;* opposite is gaard *Fiva*, in a birch-grove. On the E. side of the valley, but soon lost to sight, are the picturesque **Vengetinder** (5958 ft.), and the ***Romsdalshorn** (5104 ft.), usually called *Hornet*, which dominates the whole landscape.

The Ascent of the Romsdalshorn (one day), made by C. Hall in 1881, is not very difficult, but dangerous, and after snow impossible. We ascend the *Vengedal* (here drivable), and climb from the W. side. — The ascent of the highest Vengetind (and back, 8-10 hrs.; first made by Wm. C. Slingsby in 1881) from the *Venge-Sæter* is less difficult. The Mjølnir, which Mr. Slingsby (1885) calls one of the steepest mountains in Europe, is best scaled from *Indre Dalen* (good quarters) in the *Erstadal*, a side-valley of the Vengedal, a drive of 3 hrs. from Næs. Ascent, and back, 14-15 hrs.

On the W. side of the valley rise the ***Troldtinder** ('witch-pinnacles'; 6010 ft.). Part of the crest is known as 'Brudefølget', or the bridal train. The highest peak may be ascended by the small glacier visible between Næs and Aak (difficult; C. Hall, 1882). The road leads close by the foaming Rauma. At one place, much exposed to avalanches in winter, the road is carried through the broad bed of the river by an embankment.

14 Kil. **Horgheim** (pron. horÿem; tolerable inn) lies on an old moraine. The finest scenery of the Romsdal ends here; the floor of the valley is marshy. The slopes are strewn with remains of avalanches.

We pass gaards *Mirebø* and *Trøene*, and, on the other side of the valley, *Rødningen, Alnæs*, and *Remmem*. Near Remmem (right) is a waterfall, and beyond gaard *Monge* (left) is the beautiful *Mongefos*, descending from the *Mongegjura* (4232 ft.). Above, not visible from the road, rises the *Kalskraafjeld* (5892 ft.; ascended from Flatmark). Splendid view of the Troldtinder and the *Semletind* (5770 ft.) behind us. The road and the Rauma thread their way through a chaos of rocks formed by a great landslip. Beyond the church of *Kors*, not visible from the road, we reach —

12 Kil. **Flatmark** (*Inn*, fair, D. 2 kr.), in a fertile and smiling part of the valley. Opposite rises the *Skiriaxlen* (3747 ft.).

Scenery still fine, though less grand. On each side are waterfalls, bereft of their might in dry seasons: on the left the *Stygge-fondfos, Grandefos, Skogefos;* on the right the *Døntefos*. To the S., above Ormejm, rises the *Middagshoug*. The Rauma is here dammed up into a lake. The road now ascends rapidly. To the right is the ***Værmofos**, leaping nearly 1000 ft. from the W. side, majestic after rain and spring-thaws (best viewed from a rock opposite the fall, on the right bank of the Rauma).

11 Kil. **Ormejm** (*Inn*, good; view of the Værmofos from the back) is beautifully situated high above the Rauma. To the S. rises the *Alterhøi*, with its peak *Storhætten* (5940 ft.; ascent past the Værmofos in 4 hrs.; two-thirds ridable; horse 4, guide 4 kr.).

From Ormejm to *Reitan* on the Eikisdalsvand, see p. 194.

Visitors to the Romsdal from Veblungsnæs or Aandalsnæs usually turn at Ormejm or even at Flatmark. About 4 Kil. above Ormejm a finger-post indicates the way to the **Slettufos*: we cross a bridge and ascend to the right by a rough path to a spot below overhanging rocks, which magnify the roar of the fall. The rocky sides of the gully contain remains of glacier cauldrons.

The road runs high above the Rauma, which, often lost to view, receives several tributaries, notably the *Ulvaa* on the right, the discharge of the Ulvedalsvand. We ascend the once dreaded *Bjørneklev* ('bear's cliff') in windings.

10 Kil. (pay for 11) **Stueflaaten** or *Stuefloten* (2051 ft.; **Inn*, R. $1^1/_2$-2, B. or S. $1^1/_2$, D. 2 kr.). Fine view from the *Toppen* (2 hrs.).

From Stuefloten a fjeld-path ascends by the *Bøvra*, and leads past the high-lying gaard *Bjørlien*, the three *Bøvervand Lakes*, and the *Gravervand*, to *Finsæt* and the *Eikisdalsvand* (p. 193; 10 hrs., with guide).

To THE NORDDALSFJORD, W.: road up the *Ulvaa* to the *Tunge-Sæter* (quarters), at the E. end of the *Ulvedalsvand*; across fjeld, and down the *Muldals-Elv* to gaard *Muldal* (quarters), above the *Tafjord* (p. 183).

The shortest way from the Romsdal to Jotunheim leads from *Mølmen*, next station beyond Stuefloten, to *Skeaker* (Røjshejm; p. 67) in 2 days.

Road through the *Gudbrandsdal*, see pp. 90, 89. As far as Domaas it is monotonous and tiring.

b. Excursion to the Eikisdal.

STEAMER (Com. 339, 345) five times weekly, in $3^1/_2$-6 hrs., to *Neste*. — ROAD thence to *Øveraas* on the Eikisdalsvand 8 Kil. (skyds, see p. xix). — MOTOR-BOAT on the Eikisdalsvand to *Rejtan-Utigaard* at its head (five times weekly in 2 hrs.; fare 1 kr.; special trips, 1-5 pers. 10 kr., 6-10 pers. 15 kr., there and back; or by boat-skyds in 3-$3^1/_2$ hrs. (with two rowers 5.64, with three rowers 7.20 kr.; return-fare double). The excursion takes three days, one night being spent at *Neste* and another at *Øveraas* (or at Øveraas and Neste, according as the steamer leaves Molde in the forenoon or afternoon. Instead of returning to Molde we may drive from Øveraas to *Ejdsvaag* and *Ejdsøren* on the Sundalsfjord, whence steamers ply twice weekly to Sundalsøren and to Christianssund. — The pass to *Grøvdal* and the Romsdalsfjord, described at p. 190, is recommended to walkers.

The steamboat steers E. from Molde. On the left is the Fanestrand (p. 187). On the right is the *Bolsø*, with a loftily situated church, at the E. end of the island, and the station of *Bolsønæs*, where the steamers call on Sundays. Turning S., we pass, on the left, the headlands of *Dvergsnæs* and *Gjednæs* and the station of *Vangsæter* in its bay (where the steamers touch on Sundays only), and steer round the *Sørnesje*. On the right are the islands of *Sækken* (p. 188) and *Veø* ('holy island'), with its church. The Molde steamers (Com. 339) call at *Nøsjestranden*, the Christianssund steamers (Com. 348) at *Havnevik*.

Both steamers cross the mouth of the Langfjord, passing the small, peculiarly shaped island of *Hestholm* (S.E. of the Veo), and affording a fine view of the Romsdal Mts., of *Ottestad* and *Alfarnæs*, and of the *Rødvenfjord* in front.

From Alfarnæs (skyds-stat.) to Aandalsnæs (Romsdal). The hilly road, skirting the Rødvenfjord, leads through beautiful scenery. Opposite we see the church of Ejd (p. 188) and the Oksen (p. 188); in the distance rise the Troldstole (p. 188). At (9 Kil.) gaard *Lørejm* (Inn) the road forks, right to Nordvik, and left to Thorvik. The latter ascends the *Læremsklévene*, at the top of which we get a striking view of the *Gjersætvatn*, a lake set in a wooded basin; of the Skjolten (p. 188); to the left of it the pointed Vengetinder (p. 188); to the right the Sætnæsfjeld, Isterfjelde, and Indfjord Mts. The road descends, leading round the basin, ascends again through a defile, and, leaving the hill of *Klungenæs* to the right, runs through pine-woods to —

14 Kil. Thorvik, on the Romsdalsfjord. The station for boats, as well as horses, lies high above the fjord, but we may drive down to the shore. — A new road on the bank leads to Ilen (p. 189; 10-11 Kil.).

From Thorvik by boat-skyds to (4 Kil.) *Veblungsnæs*, or to (6 Kil.) *Aandalsnæs*, see p. 188.

The steamer next enters the **Langfjord**, 30 Kil. long, 3 Kil. broad, on the N. bank of which (with stat. *Aarset*) towers the *Skaala* (3284 ft.; the 'skaala' or 'bowl' not visible from this side). On the S. bank, most of which is well tilled, are the stations of *Holm* and *Mittet*. On the N. bank *Ranvik* and *Tjelde*. On the S. bank *Visdal* or *Vistdal*, with a church, on a creek from which the Vistdal runs inland. Many boat-houses *(Nøst)* on the shore. In the background we see old coast-lines, high above the water, and the *Vistdalsfjelde*. The boat steers past the mouth of the Ejrisfjord to —

Ejdsvaag (*Hot. Sverdrup*, good, 5 min. from the pier), at the E. end of the fjord, which is shallow here and at low tide covered with sea-weed. The church is 10 min. E. of the inn. Boat-skyds from Ejdsvaag to (14 Kil.) Nøste with two rowers 3 kr. 92, with three 5 kr. 60 ø.

A road crossing the stream that falls into the lake by the church of Eidsvaag soon divides: to the left, across the *Tilterejd*, to (8 Kil.) *Eidseren* (p. 197); to the right, on the bank of the fjord, passing the parsonage of (5 Kil.) *Nesset*, where the novelist Bjørnson spent part of his youth. This road, now very hilly, with views of the Ejrisfjord, goes on to gaards *Ytre* and *Indre Bogge* (see below), and to *Bredvik*, and then skirts the steep bank of the fjord. Lastly we either cross the Eikisdals-Elv to Nøste (20 Kil. from Eidsvaag) or go straight on to Øveraas (p. 193).

The steamer turns back from Eidsvaag for a short distance and turns S. into the ***Ejrisfjord**, which extends 10 Kil. to the S.E. To the left, in the distance, is the *Storglanebba;* before us rises the imposing *Skjorta* (5620 ft.) or *Hvitkua* ('white cow'); then, to the right of it, the abrupt Gogsøre; lastly, in the background, the Sjødøla and the Meringdalsnæbba (p. 193), with their large snow-fields. We call at *Bygge* or *Bogge* on the E. bank, and soon reach —

Nøste, or *Nauste*, or *Ejrisfjordsøren* (*Eikisdal Hot. & Skyds-stat.*, good; Engl. spoken), a little W. of the mouth of the *Eikisdals-Elv*. The white villa to the E. of the river is owned by an Englishman.

From Nøste a fjeld-pass, diverging to the right at the Ejrisfjord-Kirke (see below), leads between the *Hesthaug* (3626 ft.) on the N. and the *Uglehaug* on the S., and down the *Hornedal* to *Grøvdal* (p. 189; 8-9 hrs.).

The Road to Øveraas (suitable for walking; 1½ hr.) ascends the fertile *Siradal*, watered by the Eikisdals-Elv, and flanked with high mountains. To the left is the Skjorta, soon concealed by the *Gogsøre* or *Goksøira* (4324 ft.); to the right, in the background, the Meringdalsnæbba and the Sjødøla (see below). We pass (½ hr.) the *Eirisfjord* or *Sira-Kirke*, lying a little to the left. Beyond it, by the school-house, our road forks, both branches leading to the Eikisdalsvand. That to the right emerges by gaard *Aasen*. We take the hilly road to the left, cross the broad river, and skirt the Gogsøre. The top of the old moraine, separating the Eikisdalsvand from the Siradal and broken by the river only, commands a fine view of the valley and the fjord behind us. On the S. side of the moraine, 1 hr. beyond the church, are the gaards of —

8 Kil. (from Nøste) **Øveraas** (*Inn*, plain, but very fair), 5 min. from the N. end of the Eikisdalsvand.

From Øveraas to Grøvdal, see p. 189. We row across the outlet of the lake, follow the sæter-path on the left bank, then cross the stream and ascend past the Meringdals-Sætre, noting the red and white marks (guide desirable).

From Øveraas to Øksendalen (p. 197), 7-8 hrs., with guide. We at first follow the N.E. bank of the lake, then ascend a sæter-path E. to the *Ljosebotn-Sæter*, near the *Ljosebotnvand*. The route, now steeper, crosses two snow-fields and then descends rapidly to *Branstad*, where it joins the Øksendal road.

The ***Eikisdalsvand** (197 ft.; motor and small boats, p. 191) fills a rocky cleft about 18 Kil. long. On both sides tower snow and ice-clad mountains enlivened with waterfalls. Even at the beginning of August the snow-fields reach almost to the lake. At places, however, the slopes are clothed with pines and other trees. Hazel-nuts abound, and are sold as 'Romsdalsnødder'. Towards noon the lake is usually like a mirror, reflecting Fjeld and Fos in a curious double picture. The few dwellings on its banks are constantly menaced by the rocks above.

On leaving Øveraas, we see at first only a small part of the lake. To the left are the precipices of the *Gogsøre* and the *Aashammer*. To the right, gaard *Meringdal*, with the *Meringdalsnæbba* and *Sjødøla* (5610 ft.) above. We soon turn a corner and see the whole lake. On the left is the *Fløtatind* (5424 ft.). To the right the *Nyhoitind* (p. 189) peers above the Sjødøla. To the left, the waterfall of *Tongjem;* then, the two gaards of *Viken* (whence a fjeld-path leads to the Lilledal, p. 198), with the *Vikesakisen* (5970 ft.) above them. On the W. side are the *Ævelsbræ* and the imposing peak of the *Gjuratind* (p. 189). Above gaard *Hoem* lie the snow-fields of the *Hoemfjeld*, overtopped by the *Hoemtind*. Farther on, to the right, is the *Rangaatind* (5224 ft.), to the left the *Aagottind* (5217 ft.) and the *Bjørktind* (4354 ft.).

Even before passing the Rangaatind, we observe to the right, in the distance, at the head of the lake, the ***Maradalsfos,** a superb fall of the *Mardøla*, descending from an upland dale some 2500 ft. above the sea, plunging 650 ft. down a sheer cliff, rebounding in spray from the rock below, and re-appearing in two arms to form a second great fall lower down. (An excursion from Rejtan to the fall, and back, takes 3 hrs.; the lower fall only is accessible.) Farther on is another and perhaps larger fall, leaping on the N. side of the Maradalsfos into the same abyss.

The lake now trends S.E., and gaard Rejtan comes in sight. Above the gaard is a beautiful veil-like waterfall, with the *Børfjeld* (4065 ft.) beyond.

Gaard **Rejtan** (*H. Rejtan's Inn*, very fair) lies 6 min. from the pier, near the mouth of the *Aura-Elv* or *Eira-Elv*. Farther up (6 min.) are the gaards of *Utigaard* (guide to be had) and *Opigaard* (tolerable quarters). — Pretty walk up the valley to (20 min.) the *Eikisdal Chapel* (351 ft.), where service is held four times in summer. Farther on are several mills, below, to the left, driven by a stream springing direct from the earth. Near the bridge over the *Aura* is a salmon-fishery.

The road leads up the valley, passing pretty gaards, to **Finsæt** (11 Kil. from Rejtan; *Elverhøi Hot*, very fair). Path thence (1 hr.; guide desirable, 1 kr.) to the *Aurestupe* or *Aurstaupa*, the falls of the Aura, issuing from the Aursjø. We may then ascend the Aura (with guide), following the 'Varder', to the tourist-hut on the Aursjø (p. 198).

From Rejtan we may ascend by a difficult fjeld-path, passing to the W. of the Evelsfonn, the Rangaatinder, the Hoemsfjeld, and the Gjuratind, to *Grøvdal* (p. 189; 10-11 hrs.).

From Rejtan to Ormejm, in the Romsdal (p. 191), 8-10 hrs. (guide necessary). The ascent to the fjeld is rather steep, especially for the first 3 hrs., following a brook and passing a waterfall opposite Rejtan. We ascend between the *Gjeitside* and the *Børfjeld* to the *Sandgrovskar*. At the top of the fjeld we cross snow-fields, with the *Sandgrovhøgda* and the *Sandgrovvande* left and right. Descent easier. No sæter until within 1/4 hr. of *Ormejm* (p. 191).

28. From Molde to Trondhjem.

Most travellers go from Molde to Trondhjem by steamer, either direct, or by Battenfjordsøren (p. 196), to avoid the exposed passage between Bud and Christianssund (p. 195). The land-routes (pp. 197, 199), notably the S. end of the Sundalsfjord and the Sundal (p. 198), offer many attractions; but those who have seen the Romsdal and the Nordfjord must not expect anything grander.

a. Direct Sea Route.

34 S.M. Steamboat (Com. 220, 224b, 225a, 227a, 124) daily in about 12 hrs. (13.60, 8.50 kr.). Passengers subject to sea-sickness should start in the evening in order to make the passage to Christianssund in the night. — The figures below show the distances from Molde to Christianssund, thence to Bejan, and from Bejan to Trondhjem (comp. p. 107).

Molde, see p. 186. — Soon after starting we steer N. into the *Julsund*. The islands *Otterø* and *Gorsten* lie on the left; the *Julaxel* (1810 ft.), on a headland, and the pyramidal *Gjendemsfjeld* (2080 ft.) on the right. Leaving the *Moefyr* to the left, the vessel rounds the cape of *Bud* or *Bod*, connected with Molde by a local steamer and by a road, and stands out to sea, unprotected by islands till it reaches Christianssund. Beyond the *Bodfjeld* we soon sight the headland *Stemshesten* (2230 ft.), the S. boundary of Nordmøre, and later the lofty Tusterø (see below). To the left lies the islet of *Fuglen* ('bird island'), with a beacon; on the right are several gaards at the base of the Stemshest (*Stemme*, *Hanæs*, etc.). Fine view of the snow-mountains of the Romsdal. We next pass the lights of *Kvidholmsfyr* and *Hestskjærsfyr* (a white building) on the right, and steer between the Kirkeland (right) and the Inland (left) to —

12 S.M. **Christianssund.** — *Grand Hotel, in the Torv, rebuilt after a fire in Dec. 1907; Mølerup's Hot., behind the former; Nils Knutson's Villa, opposite, R. 2, B. or S. 1½, D. 2 kr., commended; Lossius's Hot., near the pier, plain. — British Vice-Consul, *J. Parelius*.

Christianssund (pop. 12,000), the capital of the district of *Nordmøre*, a rapidly growing town and important fish-market, was founded in 1742. It lies on four islands, which enclose the harbour: *Kirkelandet*, S.W., with the chief church and the hotels; *Inlandet*, E.; *Nordlandet*, N.E., with a church and fine woods; and *Skorpen*, W., with the bare drying-places for the 'klipfisk', which are packed in 'voger' of 39 lbs. and exported chiefly to Spain. Steam-launches ply between the islands.

From the harbour we ascend the street to the market (Torvet), adorned with a statue of *President Christie* (p. 133; a native of Christianssund); we then go to the right to the *Parish Church*, with its pretty promenades, follow the Langvei to the N., and outside the town reach the *Vaardetaarn*, a splendid point of view, 25 min. from the harbour. In ¼ M. more we come to the large basin of the water-works, to which all the rain-water that falls on the rocky hill is led. — Off Christianssund, 15 Kil. N.W., is the island of *Grip*, with a fishing population of 200.

Local Steamers abound. Thus, to the *Sundal* (Com. 352), see p. 197; to *Surendal-Todal* (Com. 353), see p. 200; to *Molde* and the *Romsdal* (Com. 345) twice a week.

Beyond Christianssund the larger vessels at first keep to the open sea. To the left in the distance is the lighthouse of *Grip* (see above). To the right, the islands *Tusterø* (2923 ft.) and *Stabben* (2960 ft.), between which are seen the distant snow-mountains of the Sundal and the Eikisdal. We now steer within the island-belt. To the left, the *Edø;* beyond it, the low island of *Smølen;* right, the *Ertvaagø*. Scenery now featureless. Farther on, through the *Ramsøfjord*, we look out to the open sea. We next steer into the strait of *Trondhjemsleden*, between the mainland and the large island of *Hitteren*, where deer occur, with the station of *Havnen*.

15 S.M. **Bejan,** on the flat S.W. point of the large peninsula of *Fosen*. This region, *Ørlandet*, is well tilled. Numerous houses and gaards.

We next see the church of Ørlandet to the left, the tower of the old mansion of *Østraat* in the distance, and N.E. the long expanse of the *Skjørnfjord*. Rounding the *Agdenes*, a cape on the right, we now steer S.E. into the **Trondhjem Fjord,** the entrance to which is guarded by batteries. Those on the N. side are at *Brettingnes*. The currents here are very strong, especially at half-tide. With a N.W. wind the sea is rough. On the right is the little port of **Selven,** where travellers bound for the N. direct change into a steamer coming from Trondhjem (comp. Com. 226a). The hills on the banks are low; the foreland on the E. side is well cultivated, and here we see the smiling bay of *Rissen* and the ruined nunnery of *Rein*. On the right, the church of *Lensvik;* left, *Rødberg*, or *Rauberg*, and the church of *Stadsbygden*. We next pass the broad mouth of the *Orkedalsfjord* (p. 200), on the E. side of which rises the Graakallen (p. 205). By Trollabrug (p. 205) we obtain our first view of —

7 S.M. *Trondhjem*, see p. 200.

b. By Land to Battenfjordsøren and thence by Sea, viâ Christianssund.

Road to *Battenfjordsøren* (38 Kil.): Motor-car in 1¼-1½ hr., fare 7 kr.; horse-carr. in 4½-5 hrs. (stolkjærre for 1 pers. 7, for 2 pers. 10 kr.; caleschvogn for 2, 3, or 4 pers. 16, 18, 20 kr.; bargain advisable). Start early to enjoy the scenery. The inn at Battenfjordsøren is very fair, but best to go at once on board the Steamer (Com. 351; six times weekly, arriving at Battenfjordsøren about 9 p.m.), as it starts at 4 a.m. The steamers are small, but the berths (5.0ø.) and food (B. or S. 1½, D. 2 kr.) are good. The passage to Trondhjem takes 13 hrs. (fare 10.60 kr., for two members of a family 16 kr.).

The road from Molde skirts the *Fanefjord*. Beyond the sanatorium of *Legrovik* (p. 187) the handsome gaard *Aarø* lies on the right, and a road to the Aarødal (p. 187) diverges to the left. We next pass *Røbæk*, the large church and the parsonage of *Bolsø*, and *Strande*. Fine view of the fjord, on the S. side of which is the conspicuous Skaala (p. 192). Passing *Lensæt* and *Mjelve*, we soon reach —

19 Kil. *Hjelset* (tolerable quarters), which is also a steamboat-station (Com. 333, 362). — Road further up the Fanefjord, see p. 199.

The Battenfjord road, diverging to the left, ascends past several gaards, with occasional views. To the right is a road to Ejde (p. 199). We then cross the high plateau of the *Rauheia*. Beyond a small lake (about 1¼ hr.'s drive from Hjelset) the road begins its winding descent. To the left are the *Fursæt-Sæter* and the small *Hot. Fursæt*. Pleasant view of the fertile valley. After a drive of 1¼ hr. more we reach —

19 Kil. **Battenfjordsøren** (*Hot. Nordmør*, by the pier, R. 2, B. or S. $1^1/_4$, D. 2 kr.), prettily situated at the S. end of the *Battenfjord* or *Botnfjord*.

The voyage down the Battenfjord to **Christianssund** (p. 195) takes $1^1/_2$ hr. At the mouth of the fjord, W., lies the large gaard *Gimnæs*. We then pass between the islands *Averø*, with the *Meknokken* (1690 ft.), and *Fredø*. At Christianssund we lie to for $1^1/_2$ hr., time enough in fine weather for a walk to the Vaardetaarn (p. 195).

The rest of the voyage avoids the open sea wholly or in part. In the former case we steer S. of the large islands *Tusterø*, *Stabben*, and *Ertvaage* (p. 195), calling at *Laurvik (Aure)* and *Vighals (Vikan)*; in the latter we keep N. of these islands, following the route of the large steamers to *Edø*, *Magerø*, *Borøsund*, and *Storfosen*. On Storfosen is a large dairy-farm (180 cows), which supplies Christianssund with milk.

Bejan, where the two water-ways unite, and the entrance to the Trondhjem Fjord, see p. 196. The voyage from Christianssund to *Trondhjem* (p. 200) takes 10-$10^1/_2$ hrs.

c. By Land through the Sundal.

This route is best combined with a visit to the Eikisdal (p. 191): returning thence, we go E. from Ejdsvaag (p. 192) to *Ejdsøren* and take the SUNDAL STEAMER (Com. 351; good restaur. on board; thrice weekly, in $2^1/_4$ hrs.) or boat-skyds (4 hrs.) to *Sundalsøren;* or else we cross the fjeld from Øveraas (p. 193) to *Øksendalen*, and there take steamer or boat-skyds to *Sundalsøren* (in all 1 day). — From Sundalsøren a road with fast stations leads by Aune to (135 Kil.) *Støren*, on the Trondhjem railway (p. 96; 2 days).

The Sundal steamer comes from *Christianssund* (p. 195). The route is at first uninteresting. Stations: *Kristvik*, *Endreset*, *Kvarnæs*, *Gimnæs* (see above); then, beyond the mouth of the Battenfjord, *Torvig*, *Berge*, *Ødegaard*, *Hoem*, *Flemmen*, and *Sandvig (Gjul)*, where the **Sundalsfjord** begins. We touch also at *Koksvik i Thingvold* (p. 200; see Map, p. 186) and *Angvik* (p. 199), and reach (6 hrs. from Christianssund) —

Ejdsøren (Skyds-station; three beds), where the road from Ejdsvaag ends (p. 192). Boat-skyds to (17 Kil.) Øksendalsøren with two rowers 4.76, with three 6.80 kr.; to (23 Kil.) Sundalsøren 6.44, 9.20 kr.; to (14 Kil.) Koksvik (p. 200) 3.92, 5.60 kr.

Beyond stations *Fjæseide* and *Jordal* we enjoy a freer *View of the head of the fjord, to the S., with its girdle of snow-capped mountains. The steamer first steers into the bay of —

Øksendalen or *Øksendalsøren (Virum's Hotel)*, at the mouth of the valley of that name, with two high mountains at its head. A road ascends the valley to *Branstad* (14 Kil.; p. 193; fjeld-path to the Eikisdalsvand). Boat-skyds from Øksendalen to (11 Kil.) Sundalsøren with two rowers 3.08, with three 4.40 kr.

The next station is *Opdøl* or *Opdal*, on the E. bank of the fjord, the starting-point for a visit to the Inderdal.

From Opdøl (slow station) a road ascends the *Virumdal* to *Dalsbø* and (14 Kil.) *Nedredal* or *Nerdal* (quarters; fjeld-route to Todalsøren, see p. 200). We then walk up the *Inderdal to the tourist-hut of *Inderdal* (bed 75, B. 40, D. 80, S. 50 ø.) where guides for fjeld-ascents are to be had. The finest points are the *Skarfjeld* (6070 ft.), the pointed *Dalataarn* (4902 ft.), and behind it the *Taarnfjeld* (6103 ft.). — From Inderdal across the fjeld to *Storfale* in the Sundal (see below), 5-6 hrs.

The Sundalsfjord becomes grander. To the left rise the snow-capped *Evelsfonnhei* (5042 ft.) and the pointed *Hofsnibba* (5144 ft.), with the *Fonnenibba* to its left; in front towers the *Kalken* (6181 ft.), separating the Sundal from the Lilledal. In 2¼ hrs. from Ejdsøren the steamboat reaches —

Sundalsøren (*Inn & Skyds-stat.*, tolerable), at the mouth of the *Sundals-Elv*, dominated on the N. by the Hofsnibba.

From Sundalsøren we row in ½ hr. to gaard *Trædal*, at the entrance of the grand ***Lilledal**, which a road ascends to (9 Kil.) gaard *Lilledalen* (quarters at Ole Dalen's). Thence we ascend (for a short way very steep) to (5 hrs.) the **Holbu-Sæter**, on the *Holbuvand* (2585 ft.), where the hut of the Christianssund Tourist Society offers food and four beds. A marked path leads hence past the *Osvand* (2733 ft.), *Langvand* (2743 ft.), *Sandvand* (2726 ft.; with the *Sandvaslaagen-Sæter*), and *Torbuvand* (2814 ft.), and up the hill, to the N. end of the *Aursjø* (3494 ft.; 10 Kil. long), on the W. side of which are the three *Alf-Sæters* and a summer 'pension'. Skirting the E. bank, we reach, 5 hrs. from the Holbuvand, the large and well-equipped **Aursjø-** or **Lesje-Hytte** (20 beds). In 2½ hrs. more we arrive at the *Gautbu-Sæter* on the *Gautsjø*; then past the *Ylensvand*, and at places skirting the *Jora*, the outflow of these lakes, we descend to (2½ hrs.) *Holaaker*, in the Gudbrandsdal (p. 89).

The lower part of the ***Sundal** almost rivals the Romsdal in grandeur. The scenery is most impressive when approached from the Dovrefjeld (R. 11).

The road ascends on the right bank of the river, passing the *Sundalskirke*, and crosses an old moraine, overgrown with birches. To the left are the picturesque *Vinjefosser*, formed by the discharge of the Evelsfonn. We cross this brook and then the Sundals-Elv. To the left, behind us, is gaard *Elvershøi*, belonging to an Englishman; to the right is the snow and glacier-clad *Kaldfonna* (6060 ft.), also conspicuous farther on. The road ascends by an old moraine to a higher zone of the valley, crosses the stream issuing from the *Grødal* (right), and leads to the right close under the steep slope of the *Hoaasnibba*. At four points here the traveller is urged by his skyds-gut to drive quickly to avoid avalanches ('Kjør til!'). Beyond gaard *Tyfte*, the road returns to the right bank. Looking back, on and beyond the bridge, we have a fine view of the snow-fields of the Evelsfonn (see above). In 1½-2 hrs. from Sundalsøren we reach gaard —

19 Kil. *Storfale* (Inn, very fair, R., B., & S. 3 kr.), on a hill to the left. Waterfalls descend on both sides of the valley.

The *Inderdal* (see above) may be reached hence in 5-6 hrs. (with guide).

The serrated mountain that becomes more conspicuous as we advance is the *Romsdalshjørringen*. We ascend a rock-barrier, closing the lower part of the valley; view of the Evelsfonn behind. The

road crosses the Sundals-Elv and passes the little red *Romfogs-Kirke*. To the left, by gaard *Musgjerd*, are the long *Otheimfos* and the jagged ridge culminating in the *Skretind* (3852 ft.). The road re-crosses the river by the *Otheim-Bro*, passes the gaards of *Gravem*, and skirts the steep S. slope of the Skretind. Opposite opens the *Grødal*. — In 2-2½ hrs. from Storfale we reach —

17 Kil. *Gjøra* (good inn). — A few kilomètres farther on, near the boundary of the Romsdals-Amt and the S. Trondhjems-Amt, the road becomes so steep that most travellers walk. To the right is the deep gorge of the Sundals-Elv, or *Driva*, as it is called in its upper course. The good road ends here, and is continued by a very hilly one of the old type.

10 Kil. (pay for 14, but not in opp. direction) *Sliper* (1804 ft.; poor inn). The next part of the road, under the *Sliperhovd* (3435 ft.), is also pleasanter for walking than for driving. On the E. side of the Sliperhovd opens the valley of the *Vindøla*, an affluent of the Driva, which the road crosses at a saw-mill. On the left bank, visible in the distance, is the church of *Lønset*, commanded by the *Vindalskinn* (4744 ft.). Around are numerous gaards. The road passes the thriving gaard *Gravaune*, skirts the S. spur of the Vindalskinn, and runs through underwood. We soon come in sight of the long valleys and heights of the Dovrefjeld. We cross the *Festa*, with its falls both above and below the bridge (2014 ft.). To the left, behind us, rises the *Horn* (5226 ft.), with a large snow-field.

15 Kil. (pay for 21, in opp. direction 18) *Aalbu* (1740 ft.; good inn), at the S. base of the *Dørremshovd* (2871 ft.), is a walk of 4 hrs. from Sliper, a drive of 2½-3 hrs.

A broad track, diverging S. at Aalbu, crosses the Driva, skirts (being at places a path only) the N. and E. sides of the *Svarthovd* (3127 ft.), crosses the Driva again, and reaches (about 2 hrs.) the Dovrefjeld road (p. 91) about halfway between Aune and Rise.

The road, still hilly, passes the *Opdals-Kirke* (2070 ft.), a timber building of the 17th cent., with a conspicuous spire, at the foot of the *Ørsnipen* (4521 ft.).

11 Kil. (pay for 13) *Aune* (p. 91), on the great Dovrefjeld road, about 1¾-2 hrs'. drive from Aalbu.

d. By Land viâ Angvik and Orkedal.

This route traverses the *Nordmøre*, a district much admired by the Norwegians. It is best combined with a visit to the Eikisdalsvand by going on from *Ejdsøren* (p. 197) by steamer (Com. 351) or boat-skyds to *Koksvik i Thingvold*, whence Orkedalsøren is reached in two days.

From Molde to (19 Kil.) *Hjelset*, see p. 196. The road follows the Fanefjord, past gaard *Ejde*, to —

8 Kil. *Næs*. Beyond the church of *Kleve*, at the E. end of the fjord, the road to *Tjelde* (18 Kil ; p. 192) diverges to the right. Straight on, past gaard *Istad*, we reach —

11 Kil. *Heggejm* or *Heggem* and (11 Kil.) *Angvik*, a station of

the Sundal steamer (p. 198). Then by boat-skyds across the *Sundalsfjord* to (6 Kil.) —

Koksvik i Thingvold (Inn, good and moderate), with an old church, another station of the Sundal steamer. — Then land-skyds to (7 Kil.) *Bølsæt*, and boat-skyds to (7 Kil.) *Stangvik*, a station of the Christianssund and Todal steamer. Land-skyds again to (15 Kil.) *Aasen*, near the steamboat-station of *Surendalsøren*.

The steamer from Christianssund to Surendalsøren and on to *Surendal* and *Todalsøren* (Com. 353) plies thrice a week. Cart-road from Todalsøren up the valley of the Todals Elv to gaard *Kaarvatn* (good quarters). Then in 5 hrs. to the *Inderdals-Hytte* (p. 198), and in 8 hrs. to the *Troldheims-Hytte* (see below), or in 5 hrs. to the *Nedredal* (guide 4 kr.), see p. 198.

From Aasen we drive to (10 Kil.) *Haandstad* (74 ft.) and to (15 Kil.) *Kvammen*. In the *Foldal*, which opens S., is the (10 hrs.) *Troldheim Tourist Hut*, for excursions in this interesting region.

17 Kil. *Rindalen* (469 ft.; quarters), with a church.

17 Kil. *Garberg i Meldalen*, the first place in Søndre Trondhjems-Amt. The road reaches the *Orkla*, whose valley a road ascends to *Kalstad i Meldalen* and Bjerkaker (p. 92). We descend on the left bank of the river to the village of —

19 Kil. *Svorkmo* (good inn), a station of the electric railway from Løkken (p. 92; 5 Kil.) to Orkedalsøren, by which we complete our journey (Com. 37). Stat. *Fandrom*, 7 Kil. E. of which is the large sanatorium of *Lisbetsæter* (3114 ft.).

20 Kil. **Orkedalsøren** *(Rian's Inn)*, at the influx of the *Orkla* into the *Orkedals-Fjord*, an arm of the Trondhjem Fjord. Large factory of wooden wares. The terminus is at (21 Kil.) *Thamshavn* (new hotel), with its saw-mills and large quays for the copper from Løkken. Steamer (Com. 368) from Thamshavn to Trondhjem daily, in 2½ hrs., down the Orkedalsfjord and past the mouth of the *Gulosen*.

29. Trondhjem and its Fjord.

Arrival. The Railway Station (Pl. D, E, 1) lies N. of the town, by the harbour. The large Steamers are berthed at the W. quay of the Nedre Elvehavn. Carriages, hotel-omnibuses, and porters ('Bybud') with hand-carts ('Triller') await trains and steamers. — Bergenske and Nordenfjeldske Steamboat Office (Pl. 1; E, 2), Kjøbmands-Gade 52, near the Bratør-Bro.

Hotels. *Britannia (Pl. a; D, 3), Dronningens-Gade, a large house with hot-air, electric light, garden, and baths, R. 2½-10, B. 1, D. (at 2) 3 kr.; *Angleterre (Pl. b; D, E, 2), Nordre-Gade, with baths, R. 2½-4, B. 1½, D. 3 kr.; *Grand Hot. (Pl. c; E, 2), Krambod-Gade, R. 2½-6, B. 2, D. 3, S. 2 kr. — Scandinavie (Pl. d; E, 2), rebuilt after a fire in 1908. — *Strøm's Private Hotel*, Nordre Gade 24; *Fru Matzow's Pension*, Munke-Gade 17, by the market; *Hospitset*, B. 70 ø., D. 1 kr., S. 80 ø. — *Fjeldsæter Turist-Hotel* (p. 205; 1½ hr.'s drive, 1 pers. 3, 2 pers. 5 kr., carr. and pair 12 kr.), with baths, etc., R. 3, B. 1, D. 2½, S. 1½ kr.

Cafés: *Frimurerloge (p. 202; dining-room on 1st floor), Kongens-Gade, E. of Frue-Kirke; *Britannia Café*, in the hotel; *City Café*, at Hot. Angleterre (see above); *Grand-Café*, at the Theatre (Pl. 7; dining-room on 1st floor, D. from 1 kr.). — Confectioner: *Hahn*, Nordre Gade 4, opp. post-office. —

TRONDHJEM
1: 20.000
0 200 400 600
Meter
1 Bergenske & Nordenfj. Dampskibs Selskab E 2
2 Primus verlogen D 3
3 Kunstindustrimuseet E 3
4 Norges Bank E 3
5 Sparebank DE 3
6 Teknisk Læreanstalt D 3
7 Theater D 3
8 Tordenskjolds Statue D 3
9 Videnskabernes Selskab C 3
TRONDHJEMS - FJORD
Ydre Havn
Molo
Badehus
Jernbanestation
Mærkerbrø
Östre Kanalhavn
Vestre Kanalhavn
Bratbr. Bro
Rosenborg bassin
Nedre Elvehavn
Øvre Elvehavn
Dokker
Toldvoldgaden
Kongens gade
Dronningens gade
Prinsens gade
Munkegaden
Thomas Angellsgade
Kjøbmandsgaden
Nordre gade
Nedre gade
Søndre gade
Vestre gade
Sandgaden
Skandsen St.
Hospitalsløkken
Hospitals K.
Tivoli
Ilenes K.
Katholsk K.
Vor Frue K.
Posthuset
Domkirken
Kongsgaarden
Vaabenhuset
Børsen
Bakklandet
Kristiansten
Artilleri Kaserne
Nidelven
Nidelvbroen
Gangbro
Marinen
Sverresborg
Marienborg
Lerkendal
Skulesgade
Klostergaden
Margrethesgade
Gudrunsgade
Dyrborg
Trolla Bro
Stenkjærsgade
Ladegaardsveien
Meraker
N
S

Tivoli (formerly *Hjorten*; Pl. A, 2), in the Ilen suburb, with concerts and variety-shows (adm. 25-50 ø.).

Cabs in the Torv: per drive in the town and suburbs, 1, 2, 3, 4 persons, 40, 60, 80 ø., or 1 kr.; outside the town 70 ø., 1, 1.20, 1.40 kr.; per hour 1.20, 1.50, 1.80, or 2.10 kr.; carr. and pair, and also night-fares (10-8), one-half more. Luggage up to 65 lbs. free (130 lbs. in two-horse cabs).

Tramway (10 ø.): from Lademoen, on the E. (Pl. F, 2), by the Bakke-Bro and Kongens-Gade, to the suburb of Ilen, on the W. (Tivoli; Pl. A, 2).

Tourist Offices. *T. Bennett & Sons*, *F. Beyer*, and *Th. Cook & Son*, all in the Dronningens-Gade.

Post and Telegraph (Pl. D, 3), Nordre Gade, by the Fruekirke.

Banks (open till 1 only). *Norges Bank*, corner of Kongens-Gade and Kjøbmands-Gade; *Privatbank*, Søndre Gade 14; *Nordenfjeldske Credit-Bank*, next Hot. Britannia; *Trondhjems-Handelsbank*, Søndre Gade 13.

Engl. Ch. Service, Hospitals-Kirke (Pl. 5), Kongens-Gade.

British Vice-Consul, *Mr. F. Kjeldsberg* (corner of Strand-G. and Søndre-G.). — **U. S. A. Commercial Agent**, Mr. *Claus Berg*.

Baths. Warm and vapour, Dronningens-Gade 1a (men 12.30-8, Wed. 5-8; ladies 10-12, Wed. 10-5; 1½ kr.). — *Sea-Baths* (men 12-2 and 6-8 o'clock), W. of the railway-station, 20 ø. (ferry 5 ø.).

Booksellers (photographs, maps, etc.): *A. Brun*, Kongens-Gade, corner of Nordre Gade, opp. post-office; *A. Holbæk-Eriksen*, Olaf-Tryggvessøns-Gade 17; *A. Stabel*, corner of Nordre-G. and Dronningens-Gade.

Shops. Furs, Eider-down, etc.: *N. J. Bruun*, Olaf-Tryggvessøns-Gade 37, one of the best shops of the kind in Norway; eider-down 20-24 kr. per lb.; eider-down quilts 80-200 kr.; bear-skins 120-450 kr. — Carved wood, souvenirs, embroidery, etc., at the depôt of the *Norsk Husflids Venner* ('Friends of Norw. Home Industry'), Nordre Gade 14. — Ornaments, silver ware in the old-Norse style, small copies of the figures in the cathedral, etc., at *H. Møller's*, Dronningens-Gade 16, corner of Nordre Gade; chased work also at *Smejda's*, Nordre Gade 14. — Wine, cognac, preserved meat, etc.; *M. H. Lundgreen*, Kjøbmands-Gade 46. — Photographs, etc.: *Janssen & Co.*, Nordre Gade 9; *J. L. Nerlien*, Dronningens-Gade 12.

'*Det er saa fagert i Trondhjem at hvile*'.
('It is so fair in Trondhjem to dwell'.)
Refrain of Old Song.

Trondhjem, or *Throndhjem* (pron. trönjĕm), German *Drontheim*, capital of the Stift or province of that name, and seat of a bishop, with 38,200 inhab., lies on a peninsula formed by the Trondhjems-Fjord and the river *Nid*, in 63°30′ N. lat., (same as the S. coast of Iceland). In summer the climate is like that of the S. of England, in winter like that of Dresden. The river is rarely frozen over, the fjord never. Hence the rich vegetation. Many of the townspeople are wealthy, and they have long been noted for their kindly disposition. The district is called *Trøndelagen*, its inhabitants *Trønder*. Around rise picturesque hills: E. the *Blæsevoldbakke*, ending in the spur of *Ladehammeren*; S.W. the *Bagliaas*; W. the *Gjeitfjeld*.

HISTORY. Till the middle of the 16th cent. the town was called *Nidarös* ('mouth of the river Nid'). Like Upsala in Sweden, Trondhjem is the 'heart of the country'. Here, on Bratøren, the Norwegian kings were elected and crowned. Here met the famous *Øreething*. In 996 *Olaf Tryggvessøn* founded a palace here, and a church dedicated to St. Clement *St. Olaf*, the chief founder of the town (1016), continued the work, and after his death at the battle of Stiklestad (1030) a new impulse was given: for his remains were placed in a reliquary on the high-altar of *St. Clement's Church*, where they attracted hosts of pilgrims. The St. Olaf cult made Trondhjem one of the largest and richest towns in Norway, and gave rise to the erection of the cathedral, nine other churches, and five monasteries.

But civil wars, pestilence, sieges, and fires brought disaster, and the pilgrimages were ended by the Reformation. The reliquary of the saint was carried off, his remains were buried in some unknown spot, and most of the churches and monasteries were swept away. — The town has been entirely or partially burned down no less than fifteen times. In 1769 the population numbered 7500, in 1815 about 10,000, in 1835 about 12,900, in 1875 it reached 22,500, and since then 38,200. Trade is brisk, but much inferior to that of Bergen. The chief exports are copper from Røraas (p. 95), dried and salted fish, and train-oil. The shipbuilding yards, a foundry, engine-works, and several factories may also be mentioned.

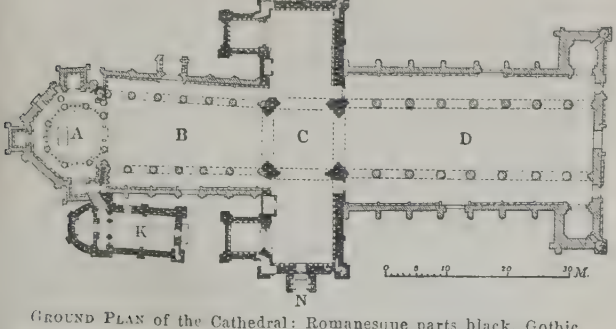
The HARBOUR is about 120 acres in area. The oldest part is the *Øvre Elvehavn* (Pl. E, 2, 3), flanked with timber-built warehouses, behind which runs the Kjøbmandz-Gade, with the merchants' offices. Adjoining the Øvre is N. the *Nedre Elvehavn* (Pl. F, 1), and W. the *Kanalhavn* (38 ft. deep in the middle). The *Ydre Havn*, or outer harbour (Pl. E, 1) is protected by a breakwater.

In the centre of the town is the MARKET PLACE *(Torvet)*, where the Munke-Gade and Kongens-Gade cross. In the former, a little N., is the *Stiftsgaard* (Pl. D, 2, 3), the residence of the 'Stiftsamtmand' (governor of the province), used as a royal palace during coronation festivities. In the Kongens-Gade is the *Fruekirke*. Beyond it is the 'Park', with a small bronze statue (by Bissen) of the famous *Admiral Tordenskjold* (p. 14), born at Trondhjem in 1691. Opposite (E.) are the handsome new *Masonic Lodge* (*Frimurerloge;* Pl. 2; D. 3; café, see p. 200) and (N.) the *Savings Bank* (Pl. 5; D, 3), which contains the *Kunstforening* (entrance from Apothekerveiten; daily 12-2, adm. 25 ø.; Sun. free; Wed., 12-2, 25 ø.); then the *Fisheries Museum* (entrance from the Søndre-Gade; daily 12-2). — In the Dronningens-Gade is the *Nordenfjeldske Museum of Industrial Art* (Pl. 3; E, 3).

The Munke-Gade, in which the new red building of the *Technical School* is conspicuous to the left, leads S. to the N. transept of the cathedral. The entrance for visitors is in the chapter-house (K on the Plan), to the N. of the choir.

The ***Cathedral** (Pl. D, 4), in plan and in execution the grandest church in Scandinavia, was founded by *King Olaf Kyrre* over the tomb of *St. Olaf* (comp. p. 201), and was enlarged after the erection of Trondhjem into an archbishopric in 1151. *Eystein* (1161-88), the third archbishop, who owing to a quarrel with King Sverrir (p. xlii) fled to England and remained there three years, afterwards returned and built the present transept on the site of the former nave (see Ground Plan C), which already had a tower in the centre, and the *Chapter House (Pl. K), both in the late-Romanesque style under English influence. To these Eystein's successor added the *Choir (Pl. B), terminating in an exquisite octagonal apse (Pl. A), which covered the revered relics of St. Olaf, the chief treasure of the church. We find here developed, with the aid of favourable material (bluish saponite or soapstone, Norwegian 'klæbersten' from quarries to the E. of Trondhjem, and marble from the quarries

of Almenningen, p. 212), all the decorative splendour of early Gothic, mingled with Romanesque features, with traces of elaborate classical treatment, and with indications of exuberant imagination. During a fourth building period, 1248-1300, was added the grand Nave (Pl. D), also Gothic, but still more under English influence. The cathedral has been repeatedly injured by fire, in 1328 so seriously that the choir had to be almost entirely rebuilt. In 1531 a terrible fire destroyed both town and cathedral. The adoption of the Reformation in 1537 limited the restoration to the most urgent repairs. In 1708 and 1719 the church was again injured by fire, and down to 1869 the part W. of the transept was a ruin. Since then it has been undergoing judicious restoration: a great work which is justly



Ground Plan of the Cathedral: Romanesque parts black, Gothic parts shaded.

regarded as a point of national honour. The able architect *C. Christie* (d. 1906) used all the old parts and carefully supplemented them with new ones. The chapter-house, the choir with its octagonal apse and rich S. portal (*Kongeindgangen*, royal entrance), and the great central tower with its four corner-turrets in the English style, are completed. The work is now progressing under the architect *Hr. Ryford;* its completion in 1914 is hoped for, but will probably take longer. The funds are provided by the state, by the Trondhjem Savings Bank, and by private contributions (about 100,000 kr. per annum).

The Interior is open 12-1.30 and 6-7.30 p.m.; Sun. 1-2.30 only (donation to funds expected). — We enter the Romanesque Chapter House (Pl. K; comp. p. 202) and pass through it to the E. end of the church with its domed Octagon (Pl. A), executed in rich Gothic style. The silver reliquary of St. Olaf once preserved here, was removed to Copenhagen at the Reformation. From the ambulatory a side-door leads to *St. Olaf's Spring* (Pl. o), which probably determined the site of the church. A staircase (closed during the public hours of admission) ascends to the *Triforium*

and *Clerestory*, which afford a good view of the church. The apse is adjoined by the E. Nave (Pl. B), which is partitioned off from the Transept (Pl C) and used for Sunday service. The white marble columns contrast effectively with the greyish blue of the saponite walls. The light-coloured stained-glass windows were executed in England. Above the chancel arch is a figure of Christ. — The sacristan opens the passage to the Romanesque Transept (Pl. C). The stained glass in the S. chapel is from Cologne. — We may also visit the unfinished Nave (Pl. D).

In the 11th and 12th cent. the cathedral was the royal burial-place, and several kings were afterwards crowned here. By the constitution of Norway (1814) the kings must be crowned here, and this was done in the case of *Charles XIV. John* in 1818, *Charles XV.* in 1860, *Oscar II.* in 1873, and *Haakon VII.* in 1906. — Important works on the cathedral have been published by *P. A. Munch. Schirmer* (Norwegian), and *Minutoli* (German). A short illustrated description by *O. Krefting*, in English, was published in 1905 by Brun (p. 201; 1½ kr.).

To the E. and S.E. of the cathedral is the *Churchyard*, many of the graves in which, in Norwegian fashion, are adorned with fresh flowers every Saturday. On its N. side is a bust of *Thomas Angell* (1692-1767), founder of the adjacent ladies' home. To the S.W. of the cathedral is the old *Kongs-Gaard* (Pl. D, 4), once the archbishop's residence, and now an artillery arsenal.

The *Academy of Science (det kgl. norske Videnskabers Selskab)*, Erling Skakkes Gade 47 (Pl. 9; C, 3), founded in 1760, once had Schøning, Suhm, Gunnerus, and other scholars among its members. It has a library of 70,000 vols., large natural history collections (especially northern animals and minerals), and antiquities and coins from Trondhjems-Stift (open 12-2 on Sun., Tues., Wed., and Frid.; in July and Aug. daily, and Sun. 5-6; adm. free on Sun. and Wed.; at other times, 25 ø.). The small 'Stavekirke' of the 14th cent., in the court at the back, was brought from Holtaalen in 1884, and has had the W. wall of the church of Aalen added to it.

Walks. — To the East we may cross the upper bridge over the Nid (the *Bybro;* Pl. D, E, 3) to the suburb of *Baklandet*, and ascend (lastly by a path to the left) to (10 min.) the grounds by the fortress of ***Kristiansten** (236 ft.), erected in the 17th cent., which afford a picturesque view of the town and environs, especially by morning-light. — Passing through the suburb of *Baklandet*, where there are large engine-works and a shipbuilding-yard, we may go N.E., across the Meraker railway (p. 206), by *Lademoen*, to the (½ hr.) headland of *Ladehammeren*.

On the West the town was formerly enclosed by fortifications. On their site rises the modern *Ilenskirke* (Pl. B, 2), built of blue quartz-sandstone. Beyond is the suburb of **Ilen** (12 min. from the Torv; tramway, see p. 201), with a Roman Catholic church (Pl. A, 2) and a hospital. On the fjord are extensive timber-yards.

A picturesque *View of Trondhjem (best by evening-light), with the winding Nid in the foreground, the hills to the E., and the extensive fjord, is obtained from **Aasveien** (Pl. A, 3, 4), a road ascending the hill to the S. of Ilen and passing several villas;

TRONDHJEMS-
FJORD
TRONDHEIM
Munkholmen
Ilsviken
Ilen
Nidelven
Kristian-
sten
Kolonien
Lademoen
Lade
Ladehammeren
Østmarken
Moen
Jarlheim
Binored
Fagerhejm
Pefle
Charlotten-
lund
Leangen
Rotvold
Persaunet
Tyholt
Bloesevoldbakken
Berg
Blaasvold
Stinden
Nardo
Moholt
Stendal
Lerfos
Stokke
Dragvoldhaugen
Dalsaet
Tomsaet
Tömmerhol
Fjetenstad
Saeteraas
Kasthrakken
Kastbrekkhaugen
Bakken
Stenaunet
Rivold
Klubban
Hoegen
Sluppen
Horneberg
Udler
Tverreggen
Folddalen
Lille Lerfos
Store Lerfos
Ejerkmyren
Leren
Flataasengjl
Flataasengen
Flataas
Fogdengen
Kulsaas
Kolstadhaugen
Lernaas
Rönningen
Altherm
Brandhaugen
Ler Sjö
Björle Tj.
Marken
Halsetaunet
Buraas
Skjelbred
Skjelbreddal
Lagmand
Grønlien
Bang Tj.
Lillelheja
Solhejmaas
Solhejmhaug
Kyrstadtroen
Kyrstad
Selsbakhaug
Selsbak
Halsset
Myren
Skole
Munkvold
Foerstad
Uglen
Iten
Ty Vand
Hafsten
Hafstenhaugen
Hafstenm
Valsset
Marielyst
Torshaug
Dalshaugupl
Baglian
Baglians
Vinder V.
Fjeldsyster
Hotel
Rundheja
Ludevolden
Tejsen D.
Sommers
Isdam
Tungen
Forseringen
Kolhaugen
Temmervold
Kobber D.
Tömmerdal
Gjejtfjeld
Skytterhus
Fagerli
Kjönningsdal
Stadshejen
Herbernsfjeld
Graakallen
Rongsaas
Kongsaas
Tömmerdal
Svartdalsbj
Svart V.
Herberns D.
Svart Tj.
Tyandals D.
Dumhaug
Holst D.
Holstvolden
Högrötet
Högaas
Stormyraas
Klemensaunet
Brobroen
Murmur-
haug
Trolla Brug
Munkaunet
Hovringen
Hoegdalen
Fagervik
Svartsenhorg
Svarrestjern
Svarrestjern
Tyrihaug
Tyrihaug
Ilen
Ilsviken
Ilen
Nidelven
Ilsviken
Ilen
Nidelven
Ilsviken
Ilen
Nidelven

from the tramway-terminus we take the second street to the left, leading in about $^1/_4$ hr. to a bench. The rocky hill above was once crowned with a castle of King Sverre *(Sverresborg)*.

The highest hill near Trondhjem is the **Graakallen** (1831 ft.), ascended in about 2 hrs.: from the tramway-terminus at Ilen we mount the steep Stenbjergbakken street (Pl. A, 2, 3) straight on, turning to the S. at the top; after 25 min. we follow a road to the right, leading to ($1^1/_4$ hr.) the *Fjeldsæter Hot. & Restaur.* (1477 ft.; p. 200); 10 min. further is the small restaur. *Skistue* (D. $1^1/_4$ kr., good). A footpath leads in $^1/_4$ hr. more to the top, crowned with a vane and a refuge-hut. The view embraces a great part of the Trondhjem Fjord; E. the **Størdal** (p. 206) as far as the mountains on the Swedish frontier (Sylarne, p. 376); S. the Guldal (p. 96) and the vast fjeld, over which tower the Snehætta and the Troldheim Mts.; to the W. is the sea.

On the slope of the spurs of the Gjeitfjeld, visible from Ilen, are several old coast-lines, 528 and 580 ft. above the sea, corresponding with others on the hills on the E. side of the fjord. A path, branching from the Trollabrug road, ascends to them past the *Skytterhus* (rifle-range). — The road to the (5 Kil.) *Trollabrug* iron-foundry also offers a fine view of the fjord.

In the fjord, to the N., lies the fortified island of **Munkholmen** (motor-boat in 10 min.; 25 *ø.*; adm. free; a soldier acts as guide), the site of a Benedictine monastery, founded in 1028, of which part of a round tower is the only relic. Count Peter Griffenfeldt (p. lxxiv), the minister of Christian V., was confined here from 1680 to 1698. Some interesting old Norwegian buildings are preserved here. The view from the outer walls is attractive.

The excursion to the falls of the Nid near gaard *Leren*, 8 Kil. S. of Trondhjem, is best made by carriage (skyds for 1 pers. 5, horse carr. for 2 pers. 8, caleschvogn 12, landau 14 kr.; $^1/_2$-1 kr. extra for every hour beyond four). The road leads through Ilen and up the left bank of the river. Or we may go by train to *Selsbæk* (p. 96). The road from the station descends in 5 min. to the Trondhjem high-road. Here we turn to the right, and after fifty paces diverge to the left. In 10 min. we come to a finger-post 'til Fossestuen', where the road to the left leads in 10 min. more to *Fossestuen*, a good restaurant opposite the bed of the *Lille Lerfos*, which has been turned off and no longer exists, and to (20 min.) the **Store Lerfos**, 105 ft. high, the right side of which is still fine, though three-fourths of the water are diverted by the electric works, which supply Trondhjem with light and the tramway with power. (Three turbines of 1000 H.P. each; admittance only by permission obtained at the Trondhjem office.)

A pleasant Steamboat Trip (Com. 374) may be taken on the **Inner Trondhjem Fjord**, flanked with low hills. The E. bank is well cultivated at places. The chief stations are *Holmberget*, on the

Frosten peninsula, W. of which in the little *Tuterø* (with ruins of the Cistercian monastery of *Tautra*, founded 1207); then *Leksvik*, on the W. bank, and *Hokstad* on the large *Ytterø*, with sulphur-mines. *Levanger* (p. 207) is reached in 4-5 hrs. — Other steamers pass Levanger, steer direct to *Stenkjær* (p. 207), and then by *Fosnæs* (p. 208) to *Hjeldnæsset* at the head of the fjord.

An Excursion to the Sælbo-Sjø takes two days. 1st Day, by rail to *Heimdal* (p. 26); walk to *Teigen*, or drive (skyds-station at rail. stat. Heimdal) to *Brettun* (17 Kil., pay for 24), both at the W. end of the Sælbo-Sjø or *Selbu-Sjø* (525 ft.; 443 ft. deep), a lake, 29 Kil. long, on which a steamboat plies five times weekly in summer (Com. 510). On the S.E. bank of the lake, near the church of *Sælbo*, at the mouth of the Nid which descends from the *Tydal*, lie *Marienborg* and the *Sælbo Sanatorium*, where we spend the night. — 2nd Day, row (7 Kil.) or drive (15 Kil.) to *Setsaas* on the N. bank, and drive by a picturesque route, by (7 Kil.) *Fuglem* and (12 Kil.) *Viken*, to (12 Kil.) *Hommelvik* on the Meraker railway (see below).

From Trondhjem to Storlien *(Östersund, Stockholm).*

106 Kil. Railway *(Merakerbane)* in 4½ hrs.; two trains daily (fares 5.30, 3.50 kr.). To Hell several trains daily in 1½ hr. — To *Stockholm*, 748 Kil., two trains daily in 21-25 hrs. (fares 23.10, 15.50 kr.).

The train crosses the Nid; to the right is the suburb of Baklandet; then, left, the church of *Lade*. Beyond (3 Kil.) *Leangen* is the lunatic asylum of *Rotvold*, on the left. We skirt the fjord, here called *Strindenfjord*, and farther on, *Stjørdalsfjord*. 7 Kil. *Ranheim*; 15 Kil. *Malvik*.

23 Kil. *Hommelvik*, with brisk timber-trade. (Road to Lake Sælbo, see above; fine view from a hill on the road, 1 hr. inland.) Short tunnel.

32 Kil. **Hell,** junction of the Levanger line (see below), lies at the mouth of the *Stjørdals-Elv*, which is crossed by a bridge. — The line ascends the left bank of the Stjørdals-Elv. The green valley is flanked with birch and fir-woods. 42 Kil. *Hegre*, near the mouth of the *Forra*, descending from the N.E.; 57 Kil. *Floren*. Waterfalls on both sides. At (72 Kil.) *Gudaaen* (276 ft.) we cross the *Reinaa*. Tunnel. Then an ascent, through pretty scenery, and across the Stjørdals-Elv to —

81 Kil. **Meraker** (719 ft.; *Rail. Rest.;* custom-house for travellers coming from Sweden), a pleasant little town, the last in Norway. Fine view from the station. Near it is an old copper-mine. — The line ascends rapidly. Beautiful pine-wood. The vegetation becomes scanty. The Åreskutan (p. 384) and other Swedish snow-mountains appear in the distance. We cross the Swedish frontier (1824 ft.), where many timber galleries protect the line against snow-drifts.

106 Kil. *Storlien* (Rail. Rest.; see p. 386). The line is now Swedish (R. 58).

From Trondhjem, by Sunnan, Snaasenvand, and Fiskumfos, to Namsos.

Railway from Trondhjem to (137 Kil.) *Sunnan* in about 4 hrs. (fares 6.85, 4.25 kr.). — Steamer (Com. 514, 515) to *Sem* daily in 4½-5 hrs. (fare 2.10 kr.). — Road from Sem to *Fiskum* 56 Kil., and thence to *Namsos* 71 Kil. (fast stations). — This is a fine route, though the Fiskumfos is not in full force after mid-July; if the Snaasenvand steamer suits it can be done in 3 days. Or we may go direct from Stenkjær to Namsos in one day. To Stenkjær by steamer, see p. 206.

From Trondhjem to (32 Kil.) *Hell*, see p. 206. The railway to Levanger crosses the Stjørdals-Elv, passes (35 Kil.) *Stjørdalen*, skirts the fjord, and then turns inland. 42 Kil. *Skatval.* View of the *Aasenfjord* to the left; in the foreground is the little island of *Stenvikholm*, with a ruined castle. 51 Kil. *Langstein;* 62 Kil. *Aasen*, on the *Hammervand;* 70 Kil. *Ronglan;* 76 Kil. *Skogn.* Fertile country.

84 Kil. **Levanger** (*Backlund's Hot.*, good), a prettily situated little town with 1750 inhab., a training-college, and several factories, suffered seriously from fires in 1846, 1877, and 1897, but has been rebuilt.

92 Kil. *Rinnan;* 96 Kil. *Værdalen* or *Værdalseren*, on the left bank of the *Værdals-Elv*, which we cross. [By gaard *Stiklestad* and the church of *Verdal*, 4 Kil. inland, a column erected in 1805 recalls the death of St. Olaf at the battle of 29th July 1030. Comp. p. xli.]

A road with fast stations ascends the Verdal, which was devastated in 1893 by huge volumes of water forcing their way up from the strata below the surface. 8 Kil. *Skjerdalen;* 11 Kil. *Garnæs;* 19 Kil. *Sulstuen* (good station); 22 Kil. (pay for 33) *Skalstugan* (good quarters), the first Swedish station (comp. p. 375). From here we may walk (with guide) to the *Skalsjø* (1930 ft.), cross the lake by boat, and ascend the fjeld to a *Lapp Camp* (comp. p. 253), to be found here in summer (3-4 hrs. from Skalstugan).

106 Kil. *Salberg*, with church on the right; 113 Kil. *Sparbuen*, also with a church, on the *Borgenfjord*, which separates the peninsula of *Inderø* from the mainland. 119 Kil. *Vist.* The train approaches the *Beitstad-Fjord*, the inmost arm of Trondhjem Fjord.

137 Kil. **Stenkjær** (*Thorbjørnsen's Hot.;* Grand.-H.; pop. 2000), rebuilt after a fire in 1900, has a pleasant site at the mouth of the *By-Elv*, which descends from the Snaasenvand and is crossed here by a bridge.

From Stenkjær to Namsos (p. 213), 86 Kil., by skyds-road: 15 Kil. (pay for 17) *Østvik* (good quarters), on the inmost bay of the Beitstadfjord (see above). Then past gaard *Fosnes* (p. 206) across the watershed (300 ft.) to the Namsenfjord 15 Kil. *Elden* (292 ft.); 18 Kil. *Rødhammer* (good quarters; steamer-station, Com. 384); 16 Kil. *Bangsund* (22 Kil. from Namsos by water); 11 Kil. *Spillum.* From Spillum 3 Kil. more to the *Strømhylla Ferry;* then row across the fjord (4 Kil.) or drive (8 Kil.) to Namsos.

The train leaves the fjord and ascends on the N. bank of the By-Elv. 131 Kil. *Byfossen*, between the *Reinsvand* and the *Fossumvand*, through which the By-Elv flows.

137 Kil. **Sunnan** (good quarters at *H. M. Bremer's*), the terminus of the railway, lies at the S.W. end of the Snaasenvand

(78 ft.; 45 Kil. long; 443 ft. deep) a beautiful lake enclosed by wooded and rocky hills. On the N. bank runs a road with poor stations. By steamboat (p. 207), the pier of which is at gaard *Nøstvolden*, beyond the bridge, $4^1/_2$ hrs. to —

Sem (good quarters). From Sem we drive round the E. end of the lake, and ascend the *Snaasenheia* by a beautiful, but hilly road. Beyond the highest point (804 ft.) the new road diverges to the right and descends into the pretty valley of the *Sandøla*, which, at the bridge, forms the fine *Formofos*. We descend on the right bank of the stream, skirting the E. slope of the *Gjeitfjeld* (2580 ft.).

27 Kil. (pay for 33) *Formo* (Formo Hot.). Running near the winding Sandøla, the road next reaches the *Namsen-Elv*, crosses it (about $1^1/_2$ Kil. above the mouth of the Sandøla), and joins the Namsos and Fiskum road, 5 Kil. E. of Vie (see below); to the left is the church of Grong (see below). We follow this road, E., on the right bank of the Namsen-Elv, to —

12 Kil. *Fossland* (197 ft.). The road, hewn in the rock in many places, crosses the mouth of the *Gartlands-Elv*, and ascends the marshy slope of the *Aurstadfjeld* (1355 ft.), passing the gaards of *Gartland* (owned by Mr. Merthyr Guest) and *Aurstad*, where we enjoy a superb view. We now descend to the farm-buildings (good quarters) on the **Fiskumfos**, a great fall of the Namsen-Elv, 105 ft. high (not unlike the Rhine-Fall at Schaffhausen), but dwindling in August. The little house below the dairy affords a good view of the fall. About 1 Kil. farther, 17 Kil. from Fossland, is the station of *Fiskem* or *Fiskum* (Hot.).

From Fiskum to Namsos, down the wooded and populous *Namdal* (about 8000 inhab.), a long day's journey (9-10 hrs., excl. stoppages). The scenery is fine at places.

To *Fossland*, and then to the end of the road coming from the Snaasenvand, and past the church of *Grong*, see above.

11 Kil. (from Fossland) *Vie*, a great resort of English anglers, the Namsen-Elv being one of the best salmon-rivers in Europe. The fishings are let. Nearly 1 Kil. farther is gaard *Ler* (good quarters) at the foot of the *Holoklumpen* (1368 ft.). The road skirts the river and the *Spanfjeld* (1559 ft.), and passes the old church of *Rauem*.

17 Kil. *Haugum*, in *Rauemsletten*, a fairly well-tilled district. About 2 Kil. E. of Haugum a skyds-road branches N., by *Flasnæs* (good quarters) and the E. bank of the *Eidsvand*, to (11 Kil.) *Galgeften* and (14 Kil.) *Mørkved*; then past *Høland* church to (17 Kil.) *Flot*, and down the *Rosendals-Elv* to (17 Kil.) *Kongsmo*, at the head of the inner Foldenfjord (p. 213).

The road traverses the marshy *Tramyr*.

11 Kil. *Hun*, near the church of *Skage*. We descend on the left bank of the *Reinbjør-Elv*, cross it near its influx into the Namsen-Elv, and follow this broad stream, at the foot of the *Aulbergfjeld*.

15 Kil. *Namsos* (p. 213).

Route		Page
	General Remarks	210
30.	From Trondhjem to Bodø	212
	Foldenfjord, Bindalsfjord, Velfjord	213, 214
	Røsvand. Øxtinder	215
	Dunderlandsdal, Beierendal, Saltdal, Junkersdal	216, 217
	Excursions from Bodø: Beierenfjord, Saltenfjord and Skjerstadfjord, Sulitelma, Landegode	219-221
31.	The Lofoten Islands	222
	Vesteraalen	225
32.	From Bodø to Tromsø. Narvik	226
	Foldenfjord, Hellemofjord	227
	From Maalsnæs to the Rostavand and to Søveien	230
33.	From Tromsø to the North Cape	232
	The Ulfsjord	233
	Excursions in the Lyngen District	234
	Altenfjord. From the Altenfjord to Vadsø by Karasjok	235
34.	From the North Cape to Vadsø	239
35.	Syd-Varanger	242
36.	From the Altenfjord to Haparanda in Sweden	243

Apart from the British tourist-steamers (enquire of Messrs. Th. Cook & Son, or other tourists' agents) and others from Hamburg etc., those of the united companies *Bergenske* and *Nordenfjeldske Dampskibs-Selskab* (p. xviii) are the most important plying to the Nordland. In summer they send tourist-steamers from Trondhjem twice a week to the North Cape (Com. 225b), besides mail-steamers once a week throughout the year to Hammerfest, to Vadsø, and to Syd-Varanger (Com. 226; Lines II, III, I); also fast steamers once or twice a week to Tromsø (Com. 227a, b). The *Vesteraalens Dampskibs-Selskab* (Com. 229) also maintains a fast service between Trondhjem and Hammerfest, besides tourist-vessels once a week between Narvik and Trondhjem and between Narvik and the Lofoten Islands (comp. p. 222).

The Bergen and Nordenfjeld Tourist Steamers usually ply as follows: — Dep. Trondhjem Tues. and Thurs. evening; at *Svartisen* Wed. and Frid. evening; Thurs. and Sat. a splendid voyage through the Lofoten Islands; arr. same afternoon at *Tromsø* (halt of 3 hrs.); Frid. and Sun. morning arr. at *Hammerfest*, and same evening at the *North Cape* (p. 238). Dep. North Cape Sat. and Mon. morning; arr. in the evening at the *Lyngenfjord;* arr. at *Tromsø* Sun. and Tues. morning, and at the *Lofoten (Raftsund)* in the evening; at *Torghatten* Mon. and Wed. evening, and at Trondhjem Tues. and Thurs. morning. The whole trip from Trondhjem to the North Cape and back thus takes less than a week. These tourist-steamers are

comfortably fitted up; they afford the easiest and speediest access to the sights of the Nordland; but the company is sometimes noisy, and the life on board, as in a large hotel, is apt to pall.

The Fares in the Tourist Steamers for the whole voyage, including food, are as follows: — berth in a cabin containing one or two berths, 250-300 kr. (about 13*l.* 18 to 16*l.* 17*s.*), according to position; cabin-fare, with berth in the general gentlemen's or ladies' cabin, 220 kr. (12*l.* 4*s.* 3*d.*). Single tickets, but not return-tickets, are issued for sections of the voyage, if there is room. Time-tables should be procured from the agents in good time, and berths paid for in advance, unless the passenger be prepared to sleep in the general cabin.

The Mail Steamers call at numerous stations and take $1^1/_4$-3 days for the voyage from Trondhjem to *Bodø*, 2-5 days to *Tromsø*, and $3^1/_2$-6 days to *Hammerfest*. Thence through the Magerøsund (p. 239); or, if the passengers desire, round the North Cape) to *Vadsø*, $2^1/_2$ days more. The whole voyage from Trondhjem to Vadsø and back takes about 17 days. The mail-steamers are little inferior in comfort to the tourist-steamers, and as they make frequent stoppages of one or more days, they give time for excursions on shore. On the other hand they sometimes stop longest at the least interesting places, especially on the return-voyages after the end of July, when the loading of enormous cargoes of herring is apt to cause a delay of 24 hrs. or more.

The Fares in the Mail Steamers are reckoned by mileage, the first cabin costing 40 *ø.* per Norwegian sea-mile. The fare from Trondhjem to *Bodø* (76 sea-miles) thus amounts to 30.40 kr., to *Tromsø* (125 S.M.) 50 kr., to *Hammerfest* (155 S.M.) 62 kr., to *Vardø* (171 S.M.) 80 kr., to *Vadsø* (210 S.M.) 84 kr. Return-tickets ('Tur og Retur') are valid for six months, and are available for the 'Vesteraalen' (p. 209), but not for the tourist-steamers. The voyage may not be broken. — Charges for food, see p. xviii.

Each steamer carries a small Post Office, which also transmits telegrams. Passengers may receive telegrams at *Trondhjem*, *Namsos* (p. 213; not touched at by the tourist-steamers), *Henningsvær* (p. 224), *Ledingen* (p. 228), *Harstad* (p. 228), *Tromsø* (p. 230), or *Hammerfest* (p. 236). These should be directed to the addressee as 'Passager .... (name of steamer). Dampskibskontor .... (name of station)'. The captain, mates, and post-office officials generally speak English.

One drawback to the Nordland voyage is the difficulty of getting sleep. As there is scarcely an uninteresting point on the whole voyage, and as it is always day in the height of summer, the traveller is naturally anxious to see everything; to obviate over-fatigue and exhaustion he should endeavour to sleep for at least 4-6 hrs. after midnight and an hour or two after dinner. As nearly the whole voyage is within the island-belt ('indenskjærs'), sea-sickness is rare. Two pilots *(Lodser)* are always on board to navigate the vessel at difficult points.

The fare for going ashore in one of the 'Ranenbaade' (p. 216) that swarm round the steamer on entering a harbour is 10-20 *ø.* (better ask for the 'taxt' or tariff). — The steamer sounds its siren or whistle when ready to start.

The physical features of the Nordland are profoundly interesting. Weather, winds, fogs, the play of light and shade, the purity

of the air, are all peculiar to the country. The combination of mountain, glacier, and ocean scenery is unrivalled. Even the Alpine tourist will be at fault here in estimating distances. Perhaps the trip from Tacoma and Victoria to Sitka, along the coast of Alaska, offers the closest analogy within reach of the ordinary tourist (see *Baedeker's United States* or *Baedeker's Canada*). The wealth of animal life is here extraordinary. The sea teems with cod, herrings, skate, and other fish. Narwhals 6-12 ft. long, dolphins leaping from the water, porpoises, and other denizens of the ocean are seen (best from the bows of the vessel) disporting themselves in every direction, but whales are rarely visible. At certain places nestle swarms of eider ducks, whose swimming and diving powers are remarkable, enabling them to dive twenty fathoms or more for the little crabs and other crustacea on which they live. Every where the air is full of sea-gulls, which are often robbed of their prey by the skua *(Lestris parasitica, pomarina, cataractes)*, which, unable to fish for itself, compels them to drop their booty.

The most striking scenery extends from the Arctic Circle (*Hestmandø*, p. 217) to the *Lofoten Islands* (R. 31) and the S. end of *Hindø* (Ledingen; p. 228); and beyond Tromsø the *Lyngenfjord* (p. 233) is of surpassing grandeur. Beyond *Hammerfest* the scenery becomes severe and forbidding. At the *North Cape* Europe ends, and the Arctic regions begin. — The best points for passengers by the mail-steamers to break their journey are: *Bodø*, for excursions to the Saltfjord (p. 220; chiefly interesting at new and full moon) and the Sulitelma (p. 221); *Svolvær* or *Digermulen*, for the Lofoten Islands (p. 222), or for the ascent of Digermulkollen by midnight-light (one of the finest points of the journey in clear weather); *Tromsø*, for the Ulfsfjord and Lyngenfjord (p. 233); and *Hammerfest*, for the ascent of Tyven (p. 237).

Inns are to be found at all the larger places; elsewhere travellers are generally well received by the 'Landhandlere'.

The best Season for a cruise to the North Cape is between 20th June and 15th August. Before mid-June the mountains are still covered with snow, and the vegetation in the valleys is backward; after mid-August the nights become longer. The success of the journey depends of course on the weather, which may disappoint at any season.

The Midnight Sun visible within the Arctic Circle (66° 32′ 30″) is seen as follows: —

Places	*For the first time.*			*For the last time.*		
	Upper Margin	Centre	Whole Disk	Whole Disk	Centre	Upper Margin
Bodø	30th May	1st June	3rd June	8th July	10th July	12th July
Tromsø	18th -	19th May	20th May	22nd -	24th -	25th -
Hammerfest	13th -	14th -	16th -	27th -	28th -	29th -
North Cape	11th -	12th -	13th -	30th -	31st -	1st Aug.

Passengers by the tourist-steamers have several opportunities of seeing the midnight sun: at the Vaagsfjord beyond Harstadhavn (p. 228); off the Fuglø (p. 233); from the North Cape (p. 238); and on leaving the Lyngenfjord, also looking towards the Fuglø. Passengers by the mail-boats who make excursions inland also have opportunities of seeing it (pp. 218, 225, 228, 237), but from the boat itself it is generally shut out by the islands. A perfectly clear horizon is rare. The sublimity of the spectacle has been described by Carlyle, Bayard Taylor, and many others.

Midnattssolen på bergen satt	The midnight sun on the mountains lay
Blodröd till att skåda;	And blood-red was its hue;
Det var ej dag, det var ej natt,	It was not night, it was not day,
Det vägde emellan båda.	But wavered 'twixt the two. (Tegnér.)

The Maps in the Handbook (four sections; marks indicate where they join; see p. x), though of small scale (1 : 1,500,000), show the usual courses of the steamboats and will suffice for most travellers. Detail has been subordinated to clearness. The course of the mail-steamers is indicated by ———, that of the tourist-steamers by --·—·—. Other interesting routes are marked ----------. Distances are given in Norwegian sea-miles from the starting-point of each route.

The best of the larger maps are *Nissen's* and *B. Geelmuyden's Lomme* (pocket)-*Atlas over Norge*, the Nordland maps of which are very clear (3.50 kr.).

Travellers by mail-steamer should get the latest *Communicationer*.

30. From Trondhjem to Bodø.

76 S.M. (about 310 Engl. M.; p. vi). The actual course of the steamers is much longer, varying according to the stations called at. The distances given below are from Trondhjem. The Mail Steamers to *Namsos* take 13-15 hrs. (fare 12.40 kr.); to *Bodø* 42-44 hrs. (on some voyages 48-52 hrs.; fare 30.40 kr.). The express-steamer 'Vesteraalen', touching at Selvær, Rørvik, Brønø, and Sandnæsøen, reaches *Bodø* in 28 hrs. The Tourist Boats do not touch at Bodø.

The voyage from Trondhjem to (7 S.M.) *Bejan*, see p. 196. — The vessel steers due N. On the left is the large red lighthouse of *Kjeungen* ('the kid'); on the right stretches the large peninsula of *Fosen* (p. 196), lying between the open sea and the fjord of Trondhjem. To the W. are the islands of *Stor Fosen* and the *Tarv-Øer*.

12 S.M. *Valdersund*, opposite the *Valsø*. The *Nordlandsjægte*, rigged with square-sail ('Raaseil') and topsail ('Skværseil' or 'Topseil'), are sometimes seen here on their way to Bergen with cargoes of dried fish, but they are gradually being superseded by steamers.

15 S.M. *Stoksund*. To the N. are the *Hardbakhul*, near gaard *Hardbak*, and three other caves; W. the *Linesø* and *Stokø*.

17 S.M. *Sydkrogø*. To the N.W. lies the island of *Almenningen*, whose quarries furnished the marble for Trondhjem cathedral (see

TRONDHJEM - TORGHATTEN -

II

ALSTEN - BODÖ -

1 : 1.500.000

Geogr. Anst. v. Wagner & Debes, Leipzig

THRONDHJEMS FJ.

Trehörningen

Svartisen

Dyrnæs

Meilen

ALSTEN (SYV SÖSTRE)

H E L G E L A N D

L O F O T E N

VEST FJORDEN

EN - HINDÖ

Moskenesö

Flakstadö

Vestvågö

Östvågö

HINDÖ

Kvitsjø

Jökhavn

p. 202). Fish spread out on the rocks to dry begin to appear. In winter they are hung on 'Hjelder', or wooden frames. Eider-ducks abound. — *Besaker*, on the mainland, lies opposite the small *Børø*.

21 S.M. *Sandviksbjerget*, opposite the *Ramsø*. The black and white rings on the rocks ('Tørneringe'), like targets, mark the position of iron stanchions for mooring vessels. The supervision of these rings ('Ringvæsen'), of lighthouses, and of pilotage ('Fyrvæsen', 'Lodsvæsen'), is under government. Numerous lights are of course required in the 'Skjærgaard'.

We next cross the open *Folden*, prolonged N.E. by the *Foldenfjord*. The sea is often rough here.

25 S.M. *Bjørø*. The mail-steamer now turns S.E. into the *Namsenfjord*, separated from the *Rødsund* on the N.E. by the long winding island of *Otterø*. The scenery improves as we ascend the fjord. Namsos only comes in sight after we have rounded the long *Mærranes*.

31 S.M. **Namsos** *(Grand Hot.;* British Vice-Consul, *J. Sommershield)*, a town of 2300 inhab., on the N. bank of the *Namsen-Elv*, at the mouth of the *Namdal* (p. 208), founded in 1845, was rebuilt after destructive fires in 1872 and 1897. It has a large timber-trade and several saw-mills. From the *Church*, on a hill in the middle of the town, we follow the Stor-Gade, cross the meadows to the left, and ascend steps in the rock to (½ hr.) the hut on the *Bjerumklampen* (360 ft.; view).

Small steamers ply from Namsos to the *Indre Foldenfjord* (Com. 381; last station, Kongsmo, p. 208); also to the *Nærø*, *Vigten*, and *Lekø* (Com. 383; see below); and S. to *Rødhammer* and *Trondhjem* (Com. 376).

We now pass through the strait of *Lokkaren* and the pretty *Sørviksund*, on the W. and N. sides of the *Otterø*, to *Foslandsosen*, on that island. Then through the very narrow *Rødsund* and across the partly exposed **Foldenfjord**, where the mail-steamer touches at *Appelvær*, a small island with a fish-cannery. We steer through a maze of islets, past the *Nærø* on the right.

32 S.M. *Rørvik* (Anzjøn's Hotel, good; telegr. stat., comp. p. 210), on the island of *Indre Vigten*, adjoined on the W. by *Mellem* and *Ytre Vigten*, with the *Sulafjeld* (607 ft.) and *Dragstind* (525 ft.).

Next stations *Risvær* and *Fjeldvik* or *Fjelvik*.

To the left is the island of **Lekø** or *Leka;* a rock rising on its S. headland resembles a giantess. On the Lekø lies the hamlet of *Skei*, with its white church, where some steamers call.

36 S.M. *Gutvik;* behind rise the two *Heilhorne*. On the right opens the many-branched *Bindalsfjord* (which the mail-boats ascend once a week to *Terrauk*), the boundary between Nordre Trondhjems Amt and *Helgeland*, the *Halogaland* of early Norse history, extending N. to the headland of Kunnen (p. 218).

A local steamer (Com. 390); starting from Brønø (see below), plies up the **Bindalsfjord** twice a week. Once a fortnight it goes to *Thosbotn*, at the N. end of the narrow *Thosenfjord*. From *Gaard Thosdal* (459 ft.) we may go, with guide, to *Hortskarmo* (397 ft.) in the *Sveningdal*, and to

Mosjøen on the *Vefsenfjord* (p. 215) in 1½-2 days. The ascent from Gaard Thosdal is extremely steep; on the E. side the troublesome *Gaasvas-Elv* has to be forded.

The mountains become more varied in form. To the N., about 5 S.M. distant (2 hrs. by steamer), soon appears the island of *Torgen*, with its curious hill called ***Torghatten** ('market-hat'; 824 ft.), resembling a hat floating on the sea. The mail-boat rarely touches here; the stations nearest the island are *Vennesund*, *Vik*, and *Sømnæs*. The tourist-steamers on the return-route land passengers at the E. side of the island. A marshy and stony path (strong boots advisable) ascends halfway up the hill to (30-40 min.) the 'Hul' ('Hullet', 'the hole'), a huge natural tunnel 407 ft. above the sea. Its height at the E. entrance, where masses of débris are piled up far into the interior, is about 65 ft., at the W. end 246 ft., and in the middle 204 ft.; total length 535 ft.; breadth 36-56 ft. The sides are mostly flat, and nearly perpendicular, and look at places as if artificially chiselled. The view of the sea with its countless islands and rocks, seen through this gigantic telescope, is very striking. The natives sell milk, lemonade ('Brus'), and 'Multebær' (p. xxxviii). The excursion takes 1½-2 hrs.

As the steamer proceeds we see through the hole in Torghatten from N.E. to S.W. — We pass the *Kvalø* and steer through the *Brønøsund* to the important station of —

42 S.M. **Brønø** (*Brønø Hot.*, *Torghatten Hot.*, both good; telegr. stat.), residence of the pastor and the doctor. The telegraph is of great use to the fishermen. At Brønø, or even at Bejan or Rørvik, herring-fleets are often seen, the smaller boats being for fishing, the larger for the cargoes. On the arrival of a *Sildstim*, or shoal of herrings, the herring-fleet is wired for, and is towed by steamers to the scene of action; and after it are sent supplies of salt and barrels by steamers chartered for the purpose. (Farther N. the chief herring-fishery stations are Selsøvik, Bodø, Lødingen, Harstadhavn, Gibostad, and Tromsø.) On the shore are seen the cottages of the 'Strandsiddere', who live almost exclusively by fishing, while the inland dwellers are called 'Opsiddere'.

From Brønø a local steamer plies up the grand **Velfjord** to *Nærnæs*, opposite the *Storbørja*, the innermost bay of the fjord, and to *Hommelstø*, by the church of *Naustvik*. In the *Tidingsdal* or *Tettingsdal*, the S. continuation of the fjord, the ground suddenly rises, ¾ hr. from its mouth, in a terrace of 460 ft., over which falls the *Tidingsdalsfos* in a leap of 272 ft. — To the N. of the Velfjord branch the deep and wild *Oksfjord* and the *Storfjord*.

All the steamers pass the mouth of the *Velfjord*, on the S. side of which rises the *Mosaksel* (1713 ft.), and on the N. the picturesque *Heiholmstinder* with the *Andalshat* (3310 ft.). To the W. lies the large island of *Vægen* or *Vega*, rising to about 2630 ft., on which lies *Rørø*. The mail-boats either call at Rørø or steer through a narrow strait between the *Havnø* and the mainland, on which is the station of *Forvik*.

The tourist-steamers pass between the islands of Vægen and Havnø, in full view of the imposing Seven Sisters (see below). To the E. towers the conspicuous *Finknæfjeld* (4330 ft.). On the right is the *Rødø*, a red 'gabbro' rock, where some of the post-steamers call.

47 S.M. **Thjøtø** or *Tjøtta (Jørgensen's Hotel)*, a small island, once the property of *Haarek of Thjøtø*, a well-known character in old Norse history, lies at the mouth of the beautiful *Vefsenfjord*, which runs inland, E. of the island of Alsten, and is served twice weekly by the mail-steamers. The banks of the inner fjord are finely wooded. We steer into the narrow S.E. bay, called *Vefsenbunden*, and stop at *Mosjøen* (Haugan's Hot.), with 1400 inhab. and the large steam saw-mills of *Halsenøen*, *Drevjebruget*, and others.

From Mosjøen a road leads N.E. by (11 Kil.) *Hauklund*, on the *Fustvand* (122 ft.), and (20 Kil.) *Angermo*, near the *Luktvand* (446 ft.), and lastly in windings down to (14 Kil.) *Elsfjord* (p. 216) on the Ranenfjord.

Another road leads S. by (16 Kil.) *Fokstad*, (14 Kil.) *Laksfors*, (13 Kil.) *Fillingsfors* (quarters), (14 Kil.) *Klevimoen*, and (11 Kil.) *Gryteselven* to (12 Kil.) *Hatfjeldalen*, with church and parsonage, whence a good bridle-path ascends to (13 Kil.) *Skjaavik* on the **Røsvand** (1227 ft.; area 73 sq. M.; depth 820 ft.). Then row over the lake to (4-5 hrs.) the *Tustervand*, a bay connected with the Røsvand by a narrow channel, out of which flows the *Røsaa*. Down this stream, partly by boat, we reach in one day *Korgen* and *Røsaaeren* (quarters at Kibsgaard's), near the influx of the river into the *Sørfjord*, a S. branch of the Ranenfjord (p. 216). From Røsaaøren a road leads N. to (30 Kil.) Hemnæs (p. 216; to which a small local steamer occasionally plies). — Korgen is the starting-point for the **Øxtinder**, which rise to the S., and are reached through the *Leirskardal* (quarters at Kr. Feldal's). A tourist-hut on the N. slope, by the *Kjendsvand* (1706 ft.), is projected. The chief peaks are the *Øxskolle* (6273 ft.) and the *Keiser Wilhelms Tind* (6256 ft.; so named by K. Bing, who scaled it for the first time in 1900). — A fjeld-pass crosses W. from Korgen to (4-5 hrs.) the Luktvand (see above).

The tourist-steamers and some of the mail-boats steer through the 'Skjærgaard', W. of the Thjøtø and the large island of **Alsten** (pop. 1500), on which rise the finely shaped hills called the ***Syv Søstre** ('seven sisters'; 2630-3500 ft.). We count six only, but one has a double crest. The highest of the sisters is the *Stortind* (3500 ft.). At the S. end of the island is the church of *Alstahoug*, where *Peter Dass* (p. lvi) was pastor in 1689-1708. On the *Haugnæs*, near the church, is the so-called *Kongsgrav* ('king's grave'). The mail-steamers call at *Søvik* (Jensen's Hot.); also, on the N. side of the island, at *Sandnæsøen* (Sannæsøen's Hot.; Syv Søstre, R., S., each $1\frac{1}{4}$ kr., tolerable; Jakobsen's Hot.; local steamer to the islands of Lovunden and Threnen, see p. 217; Com. 397), near which are the old church of *Stamnæs* and the district-prison. From Sandnæsøen we may ascend the N. peak of the Seven Sisters, passing (6 Kil.) gaard *Botnet*.

The courses of the steamers passing E. and W. of the island of Alsten unite at Sandnæsøen. Farther on we pass on the E. side of the **Dynnæsø**, or *Dønna*, of which the *Dønmand* (2644 ft.) is the highest point. At *Bjørn*, on the Dynnæsø, the greatest of the Nordland fairs takes place on 2nd July. These fairs were originally

called *Ledingsberge* (or *Lønsberge*), as the people used to pay their taxes *(Leding)* there.

53 S.M. *Kobberdal*, on the island of *Løkta*, with hatcheries of eider-ducks. The birds build their nests in nooks artificially made for the purpose. As they are then very tame, a number of their eggs are taken, and the eider-down they leave in the nests is afterwards collected.

To the E. opens the ***Ranenfjord**, which the tourist-steamers do not enter. This fjord is the most richly timbered in the Nordland; from its pines are made almost all the boats, houses, and coffins between this point and Vadsø. The 'Ranenbaade', with their high bows and sterns, recalling the Venetian gondolas, are considered typical national craft, and are often used as pleasure-boats.

The Ranenfjord is visited twice weekly by the mail-boats (lines II and III), and several times a week by local steamers (Com. 395; from Sandnæsøen, see p. 215). Stations *Utskarpen*, on the N. bank, and *Elsfjord*, both served by the local boats only; then *Hemnæs* or *Hemnesberget*, in a picturesque site, with its church on a hill, and a group of huts for the use of church-goers arriving overnight. Then —

65 Kil. **Mo** (*Søstr. Johansen's Hot.*, R. 2, D. 1½, S. 1 kr., good), a busy trading-place, at the mouth of the *Dunderlandselv*. The large shipbuilding-yard of *Lars Meyer* here turns out 700-800 'ranenbaade' annually. The iron-ore of the *Dunderlandsdal* is shipped at Mo. The mines, owned by a British company, 20 Kil. up the valley, employ 600 hands (no admittance). About halfway up is the *Renfos*, which supplies power. — On the N. side of the fjord, about 5 Kil. from Mo, are the pyrites-mines of *Bosmo*, which employ 200 hands; the ore-washing works are on the shore.

The limestone strata of the **Dunderlandsdal** contain many Stalactite Caverns ('Drypstenshuller'), as the *Risagrottoes* on the *Langvand* (154 ft.), near *Hammernæs*, 11 Kil. N.; the *Laphul*, near *Gaard Bjørnaa*, and opposite to it another by *Gaard Grønlien*, both in the valley of the *Redvas-Elv*. The feeders of the Dunderlands-Elv often disappear in such caverns and re-appear lower down, as the *Stilvasaa*, near *Gaard Storfoshei*, about 15 Kil. from Mo. A little to the N. of it is the forest-girt *Ørtvand*, at the foot of the *Ørtfjeld* (see below). Further up to the N.W. is the *Eiteraa*, which drives mills close to its efflux. Near this are the *Tyvshul* ('thieves' grotto') and the 'wind-cave', where the rush of subterranean water is heard.

From **Bjællaanæs**, or *Bjældaanæs*, in the Dunderlandsdal (55 Kil. from Mo), we may visit the *Stormdalsfos* and the marble grotto at its foot, near the Brediksfjeld. We may also ascend the *Ørtfjeld* (4731 ft.; across the *Stormdalshei*), or the *Bredekfjeld* (4462 ft.), which commands a splendid view of Svartisen and the Lofoten Islands. — From Bjældaanæs it is a day's ride up the *Bjældaadal*, across a pass (2806 ft.), and down the *Øvre* and *Nedre Toldaadal*, to *Toldaa* in the Beierendal; then by *Oosbakke* (pass to the Saltdal, see p. 221) to *Storjord* (45 Kil. in all; quarters at the under-forester's). From Storjord to *Solsøen* (p. 219) 14 Kil. more.

From Bjældaanæs to Almindingen in the *Saltdal* is a long day's journey (16-17 hrs.), on which scarcely a soul is ever met. We either ascend the Bjældaadal (by the telegraph-wires), or the *Gubbelaadal*, *Randal*, and

Lønesdal, which last forms the upper end of the Saltdal. Below the junction of the Saltdal and (E.) the *Junkerdal* lies *Gaard Berghulnæs;* thence to *Almindingen* and *Rognan*, see p. 214; or we may ascend the Junkerdal, passing through the grand rocky gorge of *Junkerdals-Ur*, between the *Kjernfjeld* (E.) and the *Solvaagfjeld* (5142 ft.; W.), to the *Junkerdals-Gaard* (14 Kil.; quarters). Through the upper Junkerdal, called *Graddis*, a bridle-path, much frequented in winter, with several 'Fjeldstuer', leads to Sweden. Many Lapp settlements on the Dunderlandsdal and Saltdal hills.

A road leads from Mo to the Swedish frontier (40 Kil.). It ascends on the right bank of the *Tverå*, by *Brennaasen* and *Ildgruben*, and winds up the 'Ildgrublier' to *Rødvatn* (1601 ft.; good quarters; 25 Kil. from Mo). It then leads past the *Tværvatn* (1623 ft.) and the *Umskarvatn* (2054 ft.), its highest point, to *Umbugten* (good quarters), on the *Umavand* (1742 ft.), a lake 40 Kil. long, abounding with fish, with a fine view of the *Øxtinder* (p. 215).

55 S.M. *Vikholmen* (Olsen's Hotel), prettily situated, about 6 Kil. N.E. of the mouth of the Ranenfjord, where the mail-boats rejoin the course of the tourist-steamers. We now steer between the islands of *Huglen*, *Hannæsø* (seat of the 'Sørenskriver', or district judge), and *Tombø* or *Tomma* (3005 ft.; so called from two rocks resembling thumbs). To the E. are seen the S.W. spurs of the Svartisen, and to the W., where we have a glimpse of the open sea, the curiously shaped islands of *Lovunden* (2031 ft.) and *Trænen* or *Threnen* (2064 ft.). Though still 30 and 45 Kil. distant, these islands seem quite near in clear weather. They are the haunt of dense flocks of loons or divers (*'Lundefugle'*, *Mormon arcticus)*, whose eggs, about $2^3/_4$ by $1^3/_4$ inches, are esteemed in the Nordland. Their nests, made in clefts of the rock, difficult of access, are annually plundered. The young birds are pickled. Local steamer once a week from Sandnæsøen (p. 215; Com. 397).

The abruptness of Lovunden, the top of which appears to overhang the water, has given rise to the saying —

'Se! hvordan han luder den gamle Lovund!'
('See how it overhangs, the ancient Lovund'.)

We steer through the *Stegfjord*, the strait between (left) the *Lurø*, with its pyramidal hill (2261 ft.), and (right) *Alderen*.

We soon sight the ***Hestmandø** (1864 ft.), one of the most striking of these islands, resembling a 'horseman' with a cloak falling over his horse. The hill may be ascended without a guide. The view embraces the whole archipelago, and the long Svartisen to the E. The **Arctic Circle** (66° 32′ 30″) runs through the Hestmandø, the crossing of which is announced by cannon-shots.

59 S.M. *Indre Kvarø*, a lonely place, whence we may visit the Melfjord, the Lurø, Lovunden, Threnen, and the Hestmand.

Dominating the landscape for miles, on our right, rises ***Svartisen**, an enormous expanse of snow and ice, about 50 Kil. long and over 30 Kil. broad, covering a plateau about 3950 ft. high (comp. pp. 120 and 157), from which protrude a few knolls ('Nuter', 'Klumper', 'Knolde'), while numerous glaciers descend from it to the fjords.

Stations *Selsøvik* and (right) the *Rangsundø*, beyond which opens the *Melfjord*, with grand mountains.

62 S.M. *Rødø* ('red island'), with the **Rødøløven** (1444 ft.; easy to ascend), a hill resembling a lion looking W. — To the right open the *Tjongsfjord* and *Skarsfjord*, with their branches the *Bjerangsfjord* and the **Holandsfjord**, which extend close up to Svartisen. All these fjords are very narrow, being at places only 300 yds. across, while their rocky walls attain a height of over 3000 ft. The tourist-steamers enter the Holandsfjord and land passengers between gaards *Reindalsvik* and *Enna*. A bad path, crossing several brooks, runs thence to (20 min.) the lower margin of the *Fondalsbræ*, an arm of Svartisen, the general view of which, however, is grander from the steamboat. To the S. rises the *Reindalstind* (2916 ft.), which is said to afford the best survey of Svartisen.

The midnight sun (p. 212) is visible here for a fortnight before 1st July. We steer past the *Omnesø* or *Aamnø* (right) to the —

64 S.M. *Grønø*, a smiling island, where we have a most striking view of Svartisen, now nearer to us. We look into the *Glomfjord*, which cuts deep into the mainland, and steer through a narrow strait between the *Melø* (left) and the *Skjerpa* (right) towards Kunnen. Far N. we sight the Lofoten Islands for the first time. — The steamer sometimes stops at *Ørnæs* and *Stødt*.

The headland of ***Kunnen** or *Rotknæet* (1965 ft.), the N.W. spur of the Svartisen plateau, the boundary between Helgeland and *Salten*, forms a climatic landmark like Stadtland in the Sørdmøre (p. 160). There is here a 'Havsøie' ('sea-glimpse'), or opening in the island-belt, where we sight the open sea and sometimes feel its motion. To the W. the *Stødtfyr* is visible, to the N. the Fuglø (see below), and in the distance the Landegode (p. 221).

The Tourist Steamers leave the mainland and cross the Vestfjord, affording a splendid view of the Lofoten Islands (p. 222).

The Mail Steamers pass (left) the *Fuglø* (2514 ft.), the *Fleina*, and the *Arnøer*, and (right) the church of *Gildeskaal* and the large island of *Sandhorn*, with a mountain 3261 ft. high (beyond which lies the Beierenfjord, p. 219). We then cross the mouth of the *Saltfjord* (p. 219), at the E. end of which, in clear weather, are seen the snow-fields of the Sulitelma (p. 221), and soon reach the rocky harbour of —

76 S.M. **Bodø**. — Grand Hotel, by the market-place, 3 min. from the pier, R. or D. 2, B. 1¼, S. 1½ kr., good, with fine view from the tower. — *Bodø og Omegns Turistforening* gives information as to excursions.

Bodø, in N. lat. 67° 17′, a thriving town, with 5000 inhab., is the seat of the Amtmand, or provincial governor, of the Nordland. Among the modern buildings still linger a few old cottages roofed with turf. The large timber church in the Gothic style dates from 1886. The midnight sun is seen here from about 1st June to 12th July (comp. p. 212).

The ascent of the *Løbsaas*, or *Løbsfjeld* (1142 ft.), a hill to the N.E., repays. From the N. end of the Stor-Gade we follow the broad road past the foot of the hill. At (50 min.) the parting of the ways, by the second reservoir of the water-works, a board shows the way to the tourist-hut, whence a well-marked path leads in $^3/_4$ hr. more to the 'Keiservarde', a memorial of the visit of Emp. William II. The top commands, N.W., the Lofoten Islands; E. the snow-mountains around the Sulitelma and the Olmajalos (p. 221); S.E. the Børsvatnstinder; and S. the Sandhorn, with the Svartisen. We may also visit the *Junkerfjeld* (929 ft.; fine view) and the *Vaagevand* (390 ft.), with its club-hut, each $1^1/_2$ hr. from Bodø.

About 3 Kil. S.E. of Bodø is the *Bodøgaard*, with a church and parsonage, where Louis Philippe, duke of Orleans, afterwards king, when travelling as a refugee under the name of Müller, was entertained on his voyage to the North Cape in 1796. The road crosses a moor, now drained and cultivated. To the left is a lunatic asylum ('Rønvik Sindssyge-Asyl'). The drainage-works revealed, under the peat, a layer of broken shells, about 20 inches thick, on a foundation of dark-grey clay interspersed with crystals of quartz, pointing to the geologically recent subsidence of the sea from this point. The erratic syenite blocks, amidst the slate-rock of which the peninsula of Bodø is composed, are also interesting.

Excursions from Bodø. The well-wooded country around affords a welcome contrast to the bare, desolate scenery of the Nordland.

(1) To the Beierenfjord. A local steamer (Com. 406) plies up this fjord (there and back, 8 hrs.) twice a week. Crossing the mouth of the Saltenfjord and passing an 'Æg- og- Duun-Vær' (breeding place of eider-ducks) and the island of *Sandhorn* (p. 218), we call at *Rønæs*, at the mouth of the **Beierenfjord**, an inlet flanked with grand mountains, narrowing, beyond *Kjelling*, to a defile by gaard *Eggesvik*. On the bank are several glacier 'cauldrons'. The last station is *Tvervik*.

From Tvervik we may row to (3 Kil.) *Soløen* (good quarters at Landhandler Jentoft's), whence we may ascend the *Høitind* (4610 ft.; with guide; view of vast mountain-solitudes towards Sweden; S. the Svartisen; W. the sea, dotted with islands, and the distant Lofoten Islands). Or row to *Arstad* (skyds-station), with its fine waterfall. The road up the picturesque valley leads past *Beierens Kirke* (near gaard *Moldjord*), to Storjord, Oosbakke, and (about 20 Kil.) Toldaa (p. 216).

(2) To the Saltfjord and Skjerstadfjord. — Steamboat (Com. 407) 3 or 4 times a week (according to Flod or Fjære, high or low tide) to *Skjerstad*, *Fauske*, and *Rognan*, at the S. end of the Skjerstadfjord, and thence back to Bodø. — To visit the Saltstrøm we land at Strøm and await the return of the steamer. The scene is most impressive when the tide is coming in, but to see it we have to spend a day at Strøm. To avoid this a good plan is to drive from Bodø to *Kvalvaag* (17 Kil.; $1^1/_2$ hr.) and thence take sailing-boat to Strøm (1-$1^1/_2$ hr.; wired for from the Bodø Turistforening, p. 218).

The *Saltfjord*, between the peninsula of Bodø and the islands *Strømø* and *Knaplundø*, is connected with its E. prolongation,

the *Skjerstadfjord*, by three narrow straits only: the *Saltstrøm*, between the two islands, 165 yds. wide; the *Sundstrøm*, 66 yds. wide, between the Strømø and the mainland; and the *Godøstrøm*, on the N.E. side of the Knaplundø. Through these channels the great basin of the Skjerstadfjord, over 100 sq. M. in area, with its millions of tons of water, is emptied or filled four times daily. The current is strongest at spring-tides (new and full moon), and the outflow is greatest in spring when the melting snow swells the streams falling into the fjord. The difference between the inside and outside levels of the water at high or at low tide is sometimes 3½ ft. or more. The navigation of these straits is only feasible for an hour at half-tide. Fishing very productive here.

The steamer rounds the S.W. point of the Bodø peninsula, steers across the **Saltfjord** to the E. end of *Strømøen*, and calls at *Strøm* (quarters at Landhandler Furre's). The best point for viewing the *Saltstrøm is ¼ hr. from the house. On the *Knaplundø*, opposite, a column (Kongestøtten) recalls the visit of King Oscar II. in 1873. Those who spend a day at Strøm may cross S. to the mainland and ascend the nearest of the *Børsvastinder* (3438 ft.; 5-6 hrs.; fatiguing).

After passing through the Saltstrøm, the steamer turns E. into the **Skjerstadfjord**, which with its various arms runs 45 Kil. inland. The first station is —

Skjerstad, the capital of this region, with a church and 6300 inhab., at the entrance to the *Misvær fjord*, which the steamer ascends twice a week. Opposite, to the W., is the old gaard of *Lønæs*, with an ancient burial-place. The steamer then steers to —

Venset. About 5-6 Kil. farther is *Øinesgavlen*, a headland of conglomerate (a formation also found on the *Kjætnæs*, 14 Kil. S.). The steamer now ascends the N. arm of the fjord to —

Fuske or *Fauske* (slow skyds-station), whence a road leads by the *Fuskeeid* to (15 Kil.) *Dybvik* on the S. Foldenfjord (p. 226). Then, 8 hrs. from Bodø, we reach —

Fineidet (Fru H. Lundquist's Hot.), the port for the copper-ore mined on the Sulitelma and for the beautiful white marble quarried near Fuske.

Excursion to the Sulitelma. Passing an extensive moraine, we cross the Fineid (in about 10 min.), which separates the fjord from the lake of *Nedre Vand*. Small Steamers (5) ø.; through-fare to Furulund 1½ kr.) on this lake steer through the *Gjemgamsstrøm* into the *Øvre Vand*, to (1¼ hr.) *Sjønstaa* or *Skjønstuen*, in a basin at the head of the latter. The district is known as *Vattenbygden*. — From Sjønstaa the narrow-gauge Sulitelma Railway runs through a rocky ravine in bold windings above the brawling *Langvæs-Elv*, with views of the *Galmifos* and the distant Sulitelma. In ½ hr. we reach *Hellarmo*, at the foot of the *Langvand* (410 ft.), where we embark in another small Steamer (60 ø.). Fine scenery on the Langvand; grand waterfalls, notably the *Rupsi Joki* ('red water'; left).

Furulund, the steamboat-terminus (1½ hr.), is the seat of the Swedish *Sulitelma Mining Co.*, which yields about 200,000 tons of copper ore annually and employs 1500-2000 hands; handsome offices and dwellings. Tourists

may dine at the 'Dampkjøkken', or restaurant for the unmarried officials, and usually get a bed there also (but enquire at Bodø). In the company's store ('Handelsforretning') provisions, rugs, etc., may be purcha ed. — A row to the (1 hr.) Rupsi Joki (p. 220) is interesting.

From Furulund we may walk by *Fagermo*, with its great buddling-works, to (1 hr.) **Fagerli** (good plain quarters at *Ole Sørensen's*, an excellent guide), at the E. end of the Langvand, with the copper smelting-works. Near it the *Balmi Joki* forms a fine fall, yielding electric power for Furulund. For guides apply, if need be, to the director of the mines at Furulund.

The ascent of the ***Sulitelma** (Lapp '*Sullui Cielbma*', 'festival mountain') from Fagerli takes 8-10 hrs. (and back) and is neither very fatiguing nor dangerous. In 1½-2 hrs. we reach the plateau of *Haukubakken* (2185 ft.), with a fine view of the Langvand, the Svartisen, and the Sulitelma group; 2 hrs. more bring us to the foot (about 3280 ft.) of *Stortoppen* (6178 ft.), the north-western-most of the three peaks of the Sulitelma, which stretches from N.W. to S.E. After a steep climb of 1½-2 hrs. over loose stones we reach *Vardetop*, the W. horn of the Stortop (about 490 ft. lower than the latter), and enjoy a grand outlook over a wild mountain region, with many glaciers (*Jækna*) and lakes. The Stortop, which rises opposite, can hardly be ascended from this side; the first ascent was made in 1888 from the *Sala-Jækna*, which is wedged in between the peaks and descends S.E. into the Leurodal (see below). The enormous masses of snow on the mountain have forced the glaciers to descend 600-700 ft. below the snow-line. To the N. of the Sulitelma group is the *Olmajalos* (5347 ft.), with the *Olmajalos-Jækna* and the *Lina-Jækna*.

From Fagerli we may also ascend the *Rapisvari* (3172 ft.; 2 hrs.), with a fine view of the Langvand and the Sulitelma; or we may ascend by the Balmi Joki to the (2¾ hrs.) *Lommijaur*, a lake at the S. base of the Sulitelma, and follow its bank to the height (2789 ft.; 2½ hrs.) between it and the *Leurodal*, or *Lairodal*, where we have a characteristic view of the Sulitelma, Sala-Jækna, and Lommijaur. We are here close to the Swedish border; to *Kvickjock*, see p. 389. — A fine pass crosses from Fagerli to *Rognan* (see below; 1½ day; guide advisable, 8 kr.). On the first day a well marked path ascends the *Storfjeld* (about 3770 ft.) to the tourist-hut on the *Vasbotnfjeld* (poor quarters). On the second day we row down the *Vasbotnvand* and walk by its effluent to *Evinggaard* or *Rokland*, whence a road descends the Saltdal to (13 Kil.) Rognan.

From Fineidet we steer into the S. arm of the fjord to —

Rognan (Spørck's Hot.), the last station (stay of 1 hr.), at the end of the fjord, on the left bank of the *Saltdals-Elv*. On the right bank is *Saltdals-Kirke*.

From Rognan we may drive up the SALTDAL, partly through pine-woods, past *Sundby*, *Almindingen*, and *Nævernæs*, to *Rusaanæs* (good quarters); thence to Oosbakke in the Beierendal in one day, or to Bjællaanæs in two days (comp. p. 217; horse 10, guide 6 kr. per day).

(3) From Bodø to *Bjørnø*, in the island of **Landegode**, 12 Kil. N., the Foldenfjord steamer (Com. 404; p. 226) plies once weekly. On other days we row (2-3 hrs.; 3-4 rowers), and land near gaards *Kvig* and *Sandvig*, to ascend the *Kvigtind* (2595 ft.; with guide; 2-2½ hrs.), which affords a grand view of the whole Lofoten chain (N.W.), of the Sulitelma Mts. (E.), and of the Hestmand and Threnen (S.).

31. The Lofoten Islands.

The Bergen-Nordenfjeld Tourist Steamers steer N. across the Vestfjord, in view of the Lofoten Islands, and on their way back put in at the *Raftsund* (p. 225). The mail-steamers of that company ply from Bodø to *Lødingen* (p. 228) by different routes. The line Com. 226, I, follows the coast to *Grøtø* (p. 227), crosses to (5-6 hrs.) *Svolvær* (p. 224), and goes on to *Lødingen* in 3-5 hrs. more, calling at various stations. — Line Com. 226, II, skirts the mainland longer and is described separately (R. 32). — Line Com. 226, III, goes direct from Bodø to the Lofoten Islands (*Moskenæs*, p. 223), calls at *Henningsvær*, *Kabelvaag* (p. 224), and other stations, and reaches *Svolvær* in 12 hrs. from Bodø, and *Lødingen* (p. 228) in 8 hrs. more. — The 'Hurtigrute' ('quick route'; Com. 227) goes direct from Bodø to *Svolvær*.

The Vesteraalen Steamers (p. 215) ply either direct (Com. 229) to *Svolvær*, or (Com. 230) with intermediate stations. The company issues 'Tur & Returbilleter' for two months; the voyage may then be broken at intermediate stations, or continued by local steamer. The tourist-route of this company between Narvik and Trondhjem (p. 223) runs through the Raftsund.

Local Steamers (Com. 411, 442, 413) from *Svolvær*, in three alternate lines, serve the E. and W. coast of the Lofoten and Vesteraalen Islands.

A Visit of about a week to the Lofoten Islands is full of interest. Good quarters are to be had at *Svolvær*, *Kabelvaag*, *Digermulen*, etc.; but one must be prepared for rough walking, and for food and sleep at hours regulated, not by the clock, but by the time-tables of the steamers and the length of the excursions. For long expeditions tents and tinned foods are useful. The name *Lófoten*, 'the lynx-foot', is of the singular number in Norwegian.

The broad ***Vestfjord**, entirely open towards the S.W., separates the Lofoten and Vesteraalen Islands from the mainland, and presents some of the grandest scenery in Norway. The tourist-steamers traverse it from end to end; the mail-steamers cross it at various points. In both cases we enjoy a superb view of the long, jagged **Lofoten Chain ('Lofotvæggen' or Lofoten wall). The light is best in the forenoon. Weird, but less imposing, is the midnight light, which utterly pales the moon. Most effective of all is a gale or a thunder-storm.

The **Lōfoten Islands**, the S.W. prolongation of the Vesteraalen group, consist of a mountain-chain cleft by countless creeks and straits, extending 150-200 Kil. S.W. into the Atlantic, and have not inaptly been likened to a gigantic backbone, tapering away to the smaller vertebræ of the tail at the S. end. The four large islands (*Moskenæsø*, *Flakstadø*, *Vestvaagø*, *Østvaagø*) and a number of smaller ones lie so close together that no opening in the chain is visible from a distance. They are flanked with thousands of rocky islets ('Holme', 'Skjær', or 'Flese', from Icel. *flesjar*). The rock is for the most part gabbro, gneiss, and granite. The peaks are Alpine in form, with crater-like summits, partly covered with snow, and partly with glossy green moss and grass. Good harbours ('Vaage') abound, where large vessels, dwarfed to nut-shells, lie close to rocks several thousand feet high. At places the land is flat, with lakes, swamps, meadows, and a few arable fields. The growth

of trees is scanty, yet the winters are so mild that sheep remain in the open air.

The famous LOFOTEN FISHERY is carried on from mid January to mid-April in the Vestfjord, when the cod *(Gadus callarius;* Norw. *Torsk* or *Skrei)* come from the depths of the Atlantic to spawn on the coast between Aalesund and Tromsø. So dense are the shoals ('*Stimer*') as they move in serried lines, 100-160 ft. deep, that the lead, when thrown, actually rests on the bodies of the fish *(Fiskebjerg)*. The fishing banks round which they swarm lie at a depth of 30 to 110 fathoms. At this season about 40,000 fishermen in some 9000 boats flock to the islands, and distribute themselves over 36 banks *(Fiskevær)*. The larger boats (about 1/3 of the number), each manned by 6 men, fish with nets ('Garn'), 27-33 yds long, with meshes of 3-3½ in., which are sunk and made fast in the evening, and drawn up in the morning. The smaller boats, with crews of 3-5 men, fish with lines ('Lin'), 1600-2700 yards long, and armed with 1200-1500 hooks, which are worked by day and even by night. The old-fashioned hand-lines ('Dybsagn'), with double-hooks ('Pilk'), are also used. A catch of 300-400 cod for a net boat or 200 for a line-boat is considered a good day's work, but the yield is sometimes double these numbers. The daily wages of the net-fisherman average 1.52 kr., those of the line-fisherman 1.08 kr., while the hand-line crews receive 1.31 kr., in addition to their keep. The annual yield is worth 5-7 million kroner. As the fishermen are paid in cash, the Norwegian banks send large sums of money to the islands every February.

On shore the fish are opened ('opvirket') and cleaned, or split entirely open ('Klipfisk' or 'Klepfisk' from 'klippet', split open), salted, and spread out on the rocks to dry. They are then collected in heaps under small round wooden covers, known as 'hats', or are tied tail to tail and hung ('spærret') on wooden frames ('Hjelder'). They hang until June and are then mostly dispatched to Bergen. The heads are dried by fire, pulverized, and converted into 'fish-guano'. On outlying islands the cods'-heads are boiled with sea-weed ('Tarre', Alaria esculenta) and used as fodder for cattle. The roe is used by anglers as bait. From the liver cod-liver oil is made.

Most of the fishermen sleep in temporary huts ('Rorboder') erected for them. In the middle is the fire-place ('Komfur'), where they cook their 'Supamøla' and 'Okjysta'. Each crew is called a 'Lag', who choose their own 'Hovedsmand' or captain. The proceedings are usually orderly and peaceable, especially as spirits are not procurable. A travelling chaplain ('Stiftskaplan') performs service on Sundays. At the close of the winter-fishery ('Gaatfisket') most of the fishermen go N. to Finmarken for the 'Vaarfiske' ('summer fishery') or 'Loddefiske'.

The fishery is often attended with lamentable loss of life. When a westerly gale springs up, preventing their return to the islands, the open boats are driven across the Vestfjord towards the mainland, often capsizing on the way.

The south-westmost of the larger islands is the **Moskenæsø** (80 sq. M.), on which lies *Aa*, the first station of the mail-boats of Line III; then *Moskenæs* with its church; lastly *Reine* (good inn), at the mouth of the *Kirkefjord*. The S. end of the island is called *Lofotodden*, past which runs the famous *Malstrøm* or *Moskenstrøm*, a strong current often dangerous to fishing-boats. Farther S. is the islet of *Mosken;* then the *Værø*, with church and parsonage; and the flat and populous island of *Røst*. Still farther S. is *Skomvær*, with the last lighthouse and the *Nykerne*, hills peopled chiefly by gulls and guillemots.

The *Sundstrøm* separates the Moskenæsø from the **Flakstadø** (40 sq. M.), on which lie the stations *Sund*, *Nusfjord*, and *Napp*,

on the *Nappstrøm*, the two last served by the local boats only. On the W. side of the island is the church of *Flakstad*. Near Sund is the *Kvalvig* ('whale-creek'), a natural trap for whales, which used to enter the creek at high tide and could not get out again.

Beyond the *Napstrøm* is the large **Vestvaagø** (157 sq. M.). On a small island at the S. end is *Balstad* (Foshoug's Hot.), a fishing-port, backed by the *Skotstind* (2214 ft.); then *Mortsund*, at the mouth of the *Buksnæsfjord*, and *Leknes*, on its innermost branch; lastly *Stamsund* (Stamsund's Hot.), all mail-boat stations. The local boats also call at *Gravdal*, by the church of *Buksnæs*, at *Ure*, E. of the great headland Urebjerget (1100 ft.), and *Valberg*. Good roads connect the villages on the Vestvaagø. Among the hills on the island the *Himmeltinder* (3166 ft.) are conspicuous.

The *Gimsøstrøm*, flanked with finely shaped mountains, separates the Vestvaagø from the **Østvaagø** (209 sq. M.), the largest of the Lofoten Islands. On an islet off the S.W. point of the Østvaagø lies **Henningsvær** *(Jensen's Hot.)*, a station of the mail-steamers, a great fishery centre, and the usual residence of the naval officer who superintends it. Near it is a guano-factory. Above towers the *Vaagekalle* (3091 ft.). Off the island lie the rocky islets *Flesene*, *Grundskallen*, and *Vestvær*, all noted fishing-grounds. On the S. coast of the Østvaagø is the station of —

Kabelvaag (*Jespersen's Hot.*, good), the largest fishing-port in the Lofoten Islands, with the hamlets of *Storvaagen* and *Kirkevaagen*. Hans Egede, the missionary of Greenland, was pastor here in 1705-18. The present church of *Vaagen* was built in 1898. A road leads from Kabelvaag through fine rocky scenery to (1 hr.) the fishermen's huts of *Ósan*, opposite Svolvær, to which we may ferry in 1/4 hr. (25 ø.).

Svolvær *(Hot. Lofoten*, good; British Vice-Consul, *J. Berg)*, on a peninsula on the S. coast of the Østvaagø, another busy fishing-harbour, is the most important steamboat-station on the Lofoten Islands, and the starting-point of the Lofoten and Vesteraalen local steamers (p. 222). One of the 'Rorboder' (p. 223) may be inspected here. Here, too, is another guano-factory. On the islet of *Svinø*, opposite the pier (ferry there and back 40 ø.), is the studio of the late painter *Gunnar Berg* (d. 1894), containing a few of his paintings and sketches (adm. free on application). His tomb is in the islet of *Gunnarholm*, to which a bridge leads from the Svinø. To the N. rises the *Blaatind* (1959 ft.), ascended in 3 hrs. (there and back 5 hrs.), a splendid point of view, from which the midnight sun is visible between 28th May and 14th July. The following ascents are more toilsome: to the E. of the *Østnæsfjord*, which cuts deep into the Østvaagø to the N. of Svolvær, the *Rulten* (3484 ft.; very difficult), and further N. the *Gjeitgaljartind* (3557 ft.) and the *Higrafstinder* (3810 ft.), the two last of which descend abruptly to the Troldvand. — Opposite Svolvær, E., are the islands of *Skroven*,

a mail-boat station, with its lighthouse, *Lille Molla*, and *Store Molla*, with a pier for the local boats at *Brettesnæs* and a large English guano-factory.

To the N. of Store Molla opens the Raftsund, separating the Østvaagø from the **Hindø**, or *Hinnø*, which belongs to the Vesteraalen group. The Hindø, with its many branches, is the largest of all the Norwegian islands (864 sq. M.). At its S.W. end lies *Digermulen* (Eilertsen's Hot., 5 kr. per day; motor-boat may be hired for the Trolfjord or other excursions), a station of the Vesteraalen steamers (Com. 413, 410; see below). The tourist-steamers do not call here. Passengers by the local boats should not omit to ascend the ****Digermulkoll** (1148 ft.), which affords perhaps the most magnificent view in the whole Nordland, and has become better known since the visits of Emp. William II. Ascent, rather fatiguing, 1½ hr.; at the top are two 'varder' and a refuge-hut (no rfmts.), the key of which should be brought from Digermulen. We overlook the picturesque Raftsund, E. of which, in the foreground, rises the Snefjeld, connected with the Digermulkoll; left of the Snefjeld are the distant hills of the Langø; and more to the left are the mountains named below. To the S.W. we survey the whole Vestfjord with the open sea beyond, and to the E. the mountains on the mainland. — A still more extensive view is obtained from the *Snefjeld* (2100 ft.), ascended from the Digermulkoll in 2 hrs. (descent to the shore 1¾ hr.).

The ***Raftsund**, the grandest of the Lofoten straits, is flanked with huge mountains furrowed with ravines. All the tourist-steamers pass through it. To the left, on the Østvaagø, we observe the *Korsnæstind* and the *Rørhoptind* (3088 ft.). The scene is grandest at *Løksund*, whence we see, towering at the head of the narrow ***Troldfjord*, the *Higrændstinder* (see above), thickly clad with snow, and the *Troldtinder* (3248 ft., 3261 ft.). In calm weather the steamer enters the Troldfjord, enclosed by abrupt rocks with snow-filled gorges. [A most interesting excursion (6 hrs. there and back) may be taken from Digermulen (see above) by motor-boat to the Troldfjord, and then on foot, by a marshy path, to the (1 hr.) *Troldvand* (548 ft.; over 3 Kil. long), a mountain-lake usually frozen, from which the Troldtinder rise almost sheer]. Beyond this point the Raftsund is bounded on the W. by the *Svartsundtind* (3458 ft.), the *Faldfjeld* (3078 ft.), and the *Ilsanæstind* (3281 ft.), and on the E. by the *Brubrektinder* (2142 ft.).

The VESTERAALEN GROUP comprises also, besides the Hindø, the considerable islands of Langø and Andø. One of the local Vesteraalen steamers (p. 222; Com. 413) navigates the Raftsund. One of its stations is *Melbo* (Nielsen's Hot.), on the pleasant **Hadselø** or *Ulfø*, at the E. end of which is *Hadsel* church. It then steers N.W. to *Skagen* on the **Langø**, an island with numerous fjords, peninsulas, and isthmuses, which forms the chief member of the W. Vesteraalen group and together with the *Skogsø* contains five parishes ('Fjerdinger'). We then steer back, cross the *Vesteraalsfjord* to *Vik*, also on the Langø, and pass through the *Børøsund* to —

Stokmarknæs (Frederiksen's Hot., good), where a fair is held in June, on the Hadselø. Thence across the *Sortlandsund* to *Kvitnæs* on the Hindø. The *Meisadel* (4154 ft.), the highest mountain in the Hindø and in the whole Lofoten and Vesteraalen group, is conspicuous all the way. Its glacier is said to be the saddle of a virgin giantess fleeing from wicked persecutors. Thence to the N. between the Langø and the Hindø, to Sortland. Scenery grand, yet smiling.

At *Sortland* (quarters at G. Ellingsen's), on the *Sortlandsund*, we may land and wait for the boat returning next day. Meanwhile we may ascend one of the hills behind the village (1½-2 hrs.). — The next station is —

Risøhavn (Landhandler), on the Andø, an island interesting to geologists. From its extensive swamps, on which the 'Multebær' (Rubus chamæmorus) abounds, suddenly rise hills to a height of 1970 ft. Underlying the sandstone and clay-slate rock is a thick vein of coal, extending under the sea. The steamer turns here and steers to *Skjoldehavn* (Landhandler), on the Andø, where a local steamer from Harstadhavn also calls once a week (p. 228).

Opposite Skjoldehavn, beyond the *Gavlfjord*, lies *Alfsvaag* (Landhandler) on the Langø. The steamer then goes on to *Langenæs*, at the N. end of the Langø, and returns on the W. side.

Beyond Svolvær (p. 224) the mail-steamers call at stations varying on the different voyages, and at *Lødingen* join the route described below.

32. From Bodø to Tromsø.

49 S. M. (comp. p. 209). — The distances given below are from Bodø. The route is that of the Mail Steamers of Line II from Bodø to *Lødingen*. They also cross to Svolvær on the Lofoten Islands, but the rest of their course skirts the mainland. From Lødingen to *Tromsø* the course of the mail-steamers almost coincides with that of the tourist-steamers. The mail-steamers take 9-10 hrs. from Bodø to *Svolvær*, 7-8 hrs. more to *Lødingen*, 3 hrs. thence to *Harstadhavn*, and 10-12 hrs. from Harstadhavn to *Tromsø;* the quick boats perform these voyages in 6½, 4, 3, and 7½ hrs. respectively.

Bodø, see p. 218. The steamer heads W. from the pier, and then steers to the right through the strait between the small island that protects the harbour and the larger *Hjærtø*. On the left opens the Vestfjord (p. 222). Farther on, to the left, rises the mountainous island of *Landegode* (p. 221).

4 S. M. *Kjærringø*, S. of the *Foldenfjord*, in a grand site. The lower part of the mountains has often been worn smooth by glacier-action, while their summits are serrated like the Aiguilles of Mont Blanc. At the S. entrance of the fjord rises the *Strandtind* (2336 ft.; sketched by Prof. Forbes in his 'Norway'), with its crater-like peak. At the head of the Foldenfjord rise other huge mountains, one of which, the *Troldtind* (first ascended by C. Hall in 1889), recalls the Matterhorn.

The **Foldenfjord** divides into the *Nordfolden* and *Sørfolden* branches, to which a Local Steamer plies from Bodø in 12-15 hours. Stations: *Bjærnø* (p. 221), *Kjærringø* (see above), *Nordfolden* on the N. arm of the fjord, *Mørsviksbotten* on the *Mørsviksfjord*, its extreme branch; then *Resvik* (quarters at the Landhandler's), on the Sørfolden, *Engan* on the *Leirfjord*, a branch of the Sørfolden, and *Dybvik* at the end of the fjord, whence a road through wild scenery crosses the hills to Fuske (p. 220).

We next pass through the *Gissund*, a very narrow strait, the bottom of which is often seen through the green water, to —

10 S.M. **Grøtø**. The mail-steamers of Line I now steer across the *Vestfjord* to *Kabelvaag* (see p. 224). Those of Line II pass between *Engelvær* (W.) and the *Skotsfjord*, with the *Skotstinder* (2451 ft.; E.), and steer E. into the *Flagsund*, between the mainland and the *Engelø*, on the W. side of which is seen the church of *Stegen*.

12 S.M. *Bogø*. We next round the E. end of the Engelø, and cross the mouth of the beautiful *Sagfjord* to —

14 S.M. *Skutvik*, on the *Hammerø*, which culminates in the pointed *Hammerøtind* (2028 ft.). Then, to the right, is the abrupt *Tilthorn* (1936 ft.; first ascended by C. Hall in 1889). Next through the *Øxsund*, between the *Lundø* and the Hammerø, and out into the *Vestfjord*, in full view of the superb Lofoten chain (p. 222).

14 S. M. *Kabelvaag* and *Svolvær*, see p. 224.

The mail-boats of Line II now cross back (E.) to the mainland.

18 S.M. *Tranø i Hammer*, on a many-branched peninsula. — Line I calls at *Kjøøen*, on the S. bank of the Hindø, to which Line III plies from Svolvær, by *Skraaven*, *Biswær*, *Halvardsøen*, *Husford*, and *Vaaje*. — The next station of Line II beyond Tranø is —

21 S.M. *Korsnæs*, at the entrance of the *Tysfjord*, on which a local steamer plies to *Kjøbsvig*. The chief arms of the Tysfjord are the narrow *Hellemofjord*, with the *Botnfjord* (extending to within 12 Kil. of the Swedish frontier), the *Grundfjord*, the *Manfjord*, and the picturesque *Stedfjord*, above which rises the *Stedtind*, a curious flat-topped mountain, with sheer left side, well seen from Lødingen.

From *Musken*, near the head of the Hellemofjord, a route leads by *Kraakmo* (good quarters), between the 4th and 5th of the seven *Sagvande*, to *Tømmernæs* on the *Sagfjord*; another to *Hopen* on the Nordfolden (p. 226). — From Kraakmo we may ascend the huge *Kraakmotind*, or go by boat up the 5th, 6th, and 7th Sagvand (the boat being dragged across the isthmuses) to the great primæval forest on the 7th lake. From Kraakmo to Tømmernæs on the Sagfjord (17 Kil.) we row down the four lower Sagvande. Near the fjord is a waterfall 50 ft. high. — Another route crosses the picturesque *Dragseid* from *Drag* on the Tysfjord to the Sagfjord, not far from the steamboat-stations *Bogø* and *Tranø* (see above).

The steamers of Line I run from Kjøøen, and those of Line II from Korsnæs, into the **Ofotenfjord**, the geological continuation of the Vestfjord. The church of *Evenes* or *Ofoten* and the houses of *Liland* lie to the left. The fjord expands: N.E. opens the *Bogen*, a broad bay; S. are the bay of *Balangen*, the banks of which are inhabited by Lapps, and the *Skjommenfjord* (p. 228).

31 Kil. **Narvik** lies on a peninsula bounded on the S. by the *Beisfjord* and on the N. by the *Rombaksfjord*, between which rises the *Beisfjordtotta* (4751 ft.). The town (*Grand Hot.*, R. 2-2½, B. or S. 1¼, D. 2 kr.; *Hot. Fenix;* both good, 5 min. from the rail. stat., 20 min. from the quay) was founded in 1902 as a sea-port, always free from ice, for the Swedish iron-ore (pp. 392, 393; annu-

ally nearly $1^1/_4$ million tons), and as the terminus of the Lapland Railway. It now has 4500 inhab., large quays, and many shops. The station is at the N. end of the town, 25 min. from the pier. To the W. of the station is a good point of view marked by a flagstaff. — Excursion by rail to the frontier, or even to Abisko, interesting, comp. p. 392.

Two Tourist Routes of the Vesteraalen Steamboat Co. (p. 209) start from Narvik: Mondays by Tromsø to the *North Cape*, then by Hammerfest to the Lyngenfjord, and back by Tromsø to the *Lofoten Islands* (Digermulen, Raftsund), and past *Torghatten* to Throndhjem (6 days; 200-250 kr., incl. food); — Fridays to the *Lofoten Islands* (Digermulen, Raftsund, Svolvær) and back (2 days; 50 kr., incl. food). — The Saltens Steamboat Co. also sends a boat once a week for a circular voyage to the Lofoten Islands (Com. 410; 15-18 kr.).

Narvik is also a station of the Bodø-Lofoten-Ofoten steamers (Com. 409), which twice weekly steam up the **Skjommenfjord**; at the head of the fjord is *Elvegaard* (Landhandler), with the church of *Skjommen*, at the mouth of the Elvegaards-Elv. A road leads up the right bank of the river to the gaards of *Bokhl* (13 Kil.). Then by a rough bridle-path on the left bank in 4-5 hrs. to a poor refuge-hut ('Gamme'), whence in 7 hrs. we may reach the copper-mines of *Sjangeli* in Sweden (quarters at the Formand's). Grand but toilsome passes lead thence in 8-10 hrs. to *Vassijaur* or *Abisko* on the Lapland Railway (p. 392). — The W. arm of the Skjommenfjord is said to be still finer. At its head, to the W., above *Skjomboin*, towers the *Frostisen* (4731 ft.), with its vast glaciers. The mountain-slopes, rising abruptly 4000 ft. from the water, have been worn smooth by ice-avalanches.

The next station to the N. of the Ofotenfjord is —

22 S. M. **Lødingen,** at which all the mail-steamers and many of the local boats touch, an important telegraph-station (comp. p. 210), with a church and parsonage, picturesquely situated on a peninsula of the *Hindø*, which is here separated from the *Tjællø* and the mainland by the *Tjællsund*.

The next stage is less interesting. We steer past the E. side of the Hindø, through the *Tjællsund*, which afterwards expands into the *Vaagsfjord*.

26 S. M. *Sandtorv*, on the Hindø, the first station in Tromsø-Amt.

28 S. M. *Grœsholmen*, also on the Hindø.

30 S. M. **Harstad** or *Harstadhavn (Hot. Nordstjernen; Grand Hot.)* is a pleasant, thriving place on a height at the N.E. end of the Hindø. The steamers land at the quay. A drive may be taken to a neighbouring *Lapp Encampment* (comp. p. 231), and on the return a visit may be paid to the old church of *Throndenœs* (2 Kil. N. of Harstad), once the northmost in Christendom. The drivers charge 3-4 kr. for each person. As there are vehicles enough, the travellers should decline to be crowded.

Harstad is also a station of the Tromsø-Amt steamers (Com. 416, 417) to *Risehavn* (p. 226) in the Vesteraalen group.

To the N. we see the jagged peaks of the *Grytø*, and in the distance the *Senjehest* (984 ft.), the S. headland of Senjen (p. 229). The tourist-steamers steer N.E. across the *Vaagsfjord*. The midnight sun is visible here till mid-July (p. 212). Between the Grytø and the Senjehest appears the distant Vesteraalen island Andø (p. 226).

HINDÖ - TROMSÖ -
LYNGENFJORD - STJERNÖ
STJERNÖ - HAMMERFEST -
NORDKAP - VADSÖ
Hindö
Tromsö
Kvalö
Seiland
Stjernö
Maasö
Sörö
Rolfsö
Ingö
Hjelmsö
Arnö
Ringvadsö
Reinö
Kvalö
Tromsdalstind
Tromsdalen
Tromsö Sund
Fugle Sund
Sjursnes
Tromsdal
Kattfjord
Kattfjordeidet
Kattfjordeidet Station
Kattfjordeidet Kirke
Kattfjordeidet Pfarrhof
Kattfjordeidet Schule
Kattfjordeidet Post
Kattfjordeidet Telegraph
Kattfjordeidet Gasthof
Kattfjordeidet Kapelle
Kattfjordeidet Friedhof

To the E. tower the abrupt Aarbodstind and Faxtind (see below). — The mail-steamers turn E. from Harstad to the *Roldø* and into the *Astafjord* to —

32 S. M. *Havnvik*, on the Roldø. The church of *Ibestad*, like that of Throndenæs, is of stone, and vaulted, while the other churches in Tromsø-Stift are of timber. To the S.E., on the mainland, towers the *Messetind* (3317 ft.), and S. of it the *Skavlikollen* (3304 ft.); both may be climbed, with guide, the former from the *Gratangenfjord*, the latter from the *Gravfjord*.

We steam through the grand ***Salangenfjord** and **Mjøsund**, between the *Andorjø* and the mainland. The tourist-steamers pass this way on their return-voyage. On the mainland lie the stations of *Lavangnæs* and *Søveien* (Com. 416). Immediately W. of the Mjøsund rises the huge *Aarbodstind* (3855 ft.), with a large glacier and a waterfall, and to the E. the pointed *Faxtind* (4003 ft.).

The scenery is still more impressive at —

35 S. M. *Kastnæshavn;* all these mountains, notably the pinnacle of the Faxtind, are seen at once, and the W. horizon is bounded by the Andø Mts. and others. To the W. the *Dyrø* and *Dyrøsund*.

38 S. M. *Kløven*, on the island of *Senjen* (641 sq. M.). Quantities of 'Kveiter' (halibut, p. 211) are caught here, some of them 6-10 ft. long, and dried in the open air. The fat fins are called 'rav', the flesh of the back 'rækling'. A single fish sometimes more than fills a barrel. To the S.E. rise the snow-clad *Ghirragas-Tjokko*, or *Istinder* (4864 ft.). — The next station is *Finsnæs*, on the mainland, pleasantly situated on the *Finfjord*, whence a road leads N., past the *Finfjordvand*, to Guldhav in the Maalselv-Dal (p. 230).

42 S. M. *Gibostad* (telegr., comp. p. 210), also in Senjen. Our course lies between that island and the mainland. The shores are green, wooded, and fairly well peopled, and this pleasing scenery is backed by snow-mountains. Opposite us, on the mainland, are the white church and the parsonage of *Lenvik;* to the left rise the jagged peaks at the N. end of Senjen; in front appears the Lille Blaamand on the Kvalø (p. 230).

The tourist-steamers and the mail-boats of Lines II and III cross the **Malangenfjord**, the N. frontier of Norway in the middle ages, enclosed by high mountains. To the S. rise the snowy heights of the Maalselvdal; to the E. are the snow-peaks on the Lyngenfjord. The mail-steamers of Line I and several local boats from Tromsø enter the fjord (Com. 419). To the right is the church of *Rosfjord*. The chief station in the Malangerfjord is —

47 S. M. **Maalsnæs** *(Pedersen's Hot.)*, on a tongue of land, where the fjord divides into several arms. This is the starting-point for excursions to the *Maalselvdal* and *Bardudal*, inhabited chiefly by colonists from the Østerdal and the Gudbrandsdal, who began to settle here in 1796.

FROM MAALSNÆS TO THE ROSTAVAND. We drive (fast stations to Bakkehaug) past *Hollændernæs*, where the Dutch attempted to settle in the 17th cent. against the will of the Hanseatic merchants (p. 133). This is alluded to by Peter Dass (p. lvi): —

'*Men der denne Handel lidt længe paastod,*
Da blev det de Bergenske Kjøbmænd imod,
Hollænderne maatte sig pakke.'
('But the business had soon to be closed,
For the merchants of Bergen opposed,
And the Dutchmen were forced to begone'.)

The first station in this fine valley is (14 Kil.) *Gutdhav*. The road then leads past the church of *Maalselven* to (11 Kil.) **Moen** (good quarters). The grand mountains facing us are the crater-like *Ghirragas Tjokko*, or *Istinder* (p. 229). A good point of view is *Lille Mauket* (1970 ft.), near Moen.

Passing several small stations, and then (18 Kil.) *Bakkehaug* and (12 Kil.) *Neergaard*, with its church, we arrive at *Øverby*, near the confluence of the Maals-Elv and the *Jagmok-Elv*. (Through the valley of the latter a route leads to the Lyngenfjord; p. 233.) Above the *Rostavand* rises the huge **Rostafjeld** (5118 ft.). To ascend it we ride to gaard *Kongslid* (good quarters), and then mount through a small valley on the E. side. Wild reindeer occur here. Opposite the Rostafjeld rise S.E. the *Likkavarre* (4890 ft.); S.W. the *Ruten* (4396 ft.) and *Alapen* (4954 ft.); and E., quite near, the *Brattifjeld*.

FROM MAALSNÆS TO SØVEIEN. To *Moen*, see above. The next station is (17 Kil.) *Sundli*, in the *Bardudal*. Before reaching it we diverge to the left to *Fosmoen* and the copious *Bardufos;* to the left rise the *Istinder* (p. 229), the W. peak of which may be ascended. — 23 Kil. *Sætermoen*. Beyond this the road in the Bardudal is uninteresting. It leads past Viken to the *Altevand* (1664 ft.), where N. rises the *Kistefjeld* (5653 ft.) and S. the *Rokomborre* (5348 ft.). — Our road crosses W. the hill *Koberyggen* to (10 Kil.) *Brandvold*, leads past the *Nedre Vand* to *Vashoved*, and lastly to (17 Kil.) *Søveien* (p. 229).

FROM THE MAALSELVDAL TO THE BALSFJORD. Of several routes the easiest (with guide; 1 day's walk) is from *Olsborg*, a little N. of *Moen*, to *Storstennæs* (good quarters at the Landhandler's; not to be confounded with the houses near Tromsø, p. 232), from which we row in 1½ hr. (4 kr.) to *Havnnæs* (good quarters), near the S.E. end of the fjord. Here we may either take the Balsfjord steamer, passing on the E. bank mountains 5000 ft. high, to Tromsø; or from *Nordkjos*, at the head of the fjord, we may walk by *Øvregaard*, through wood and pasture, to the Lapp settlement of *Mælen*; then across two rivers (ask for horse at Mælen) to *Hatteng*, at the S. end of the Lyngenfjord (p. 233), 6-7 hrs. from Havnnæs.

Leaving the Malangenfjord, we pass the great *Bensjordtind* (4084 ft.), with its snow-fields, on the right, and the large island *Kvalø* on the left, where in the foreground rises the rocky and snow-clad *Lille Blaamand* (2625 ft.). On the S. coast of the island, between *Buvik* and *Mjelde*, several old coast-lines (p. xxxii) may be traced. The *Blaamand* itself (3429 ft.), the highest hill in the island, becomes visible in the distance farther on. We steer into the *Tromsøsund*, about 550 yds. broad. Behind us the Bensjordtind is in sight till we enter the harbour of Tromsø. To the N. we see the snow-clad Skulgamtinder on the Ringvadsø; to the E. we look into the Tromsdal, with the Tromsdalstind in the background. The current in the Tromsøsund changes with the tide.

49 S.M. **Tromsø.** — GRAND HOTEL, near the quay, R. 2, B. or S. 1½, D. 2 kr., very fair; HEGBOM'S HOT., further N. — Confectioner, *Wohnhas*, Skipper-Gade 16. — FURS, GOLD AND SILVER ORNAMENTS, etc., at *Claus*

Andersen's, near the pier. — Lapp Costumes, etc., at *Fiyenschau's*, near the quay. — Gloves at *Th. Kratochvil's* (information of every kind). — British Vice-Consul, *U. Aagaard.*

The Local Steamers, well fitted up, of the 'Tromsø-Amts-Dampskibs-Selskab', ply to the *Ulfsfjord*, *Lyngenfjord*, *Reisenfjord*, and *Kvenangsfjord*; also to *Harstad*, the *Balsfjord*, *Ofotenfjord*, etc. (Com. 416-21), thus offering numerous excursions.

Tromsø, a town of 8000 inhab., the seat of an Amtmand and a bishop, with a training-college, and several churches and schools, lies on the island of that name, in 69° 38′ N. latitude. It was raised to the rank of a town in 1794, and is now a busy place, exporting large quantities of dried and smoked herrings and other fish, train-oil, fur, etc., and trading largely with Russia. Many vessels for the capture of seals and walruses are also fitted up here.

In the market-place ('Torvet') are the *Town Hall* and the *Rom. Cath. Church*. In the S. part of the town is the large timber-built *Prot. Church*. On a hill outside the town is the handsome *Museum* ('Musæet'; adm. 50 ø.; Sun. 12-1 free), completed in 1894, with admirably arranged natural history and ethnographical collections. — The vegetation here is wonderfully rich. Mountain-ashes, wild cherry-trees, birches, etc., attain great size and luxuriance.

On the hill above the town is a birch-grove, adjoined by the public grounds of *Alfheim*, where all Tromsø assembles in the evening. Numerous villas. We ascend by the Sparebank, and turn to the left at the parting of the ways. The right branch leads to the *Prœstevand*, a small lake which supplies the town with water. — The road to the *Charlottenlund* also affords a pretty walk: ascend from the Torv, follow the road to the right above the Town Hall, and ascend to the left.

An Excursion to the Lapp Camp in the Tromsdal (3-4 hrs., there and back) is not within the programme of the tourist-steamers. Motor-launch (10 ø.) across the strait to *Storstennæs*, at the entrance to the *Tromsdal*. The path up the valley cannot be mistaken (¾ hr.). The ground is rough and marshy at places. We pass through a birch-wood on the S. bank of the brawling glacier-stream, and at length reach a broad basin, with the Tromstind forming the E. background.

The **Lapp Camp** contains a colony of several Lapp families from Swedish Lapland†. Their dwellings, called '*Darfe Goattek*'

† By the treaties of 1751, 1905 and 1909 the Swedish Lapps are entitled to migrate to the Norwegian coast in summer, and the Norwegian Lapps to Sweden in winter. These migrations often lead to disputes with the permanent inhabitants. The number of Lapps in Norway is estimated at 21,000, of whom 1700 only are still nomadic. Sweden and Russia contain about 12,000 more. The Lapps now intermarry freely with Norwegians and Finns. In Norway they are often called *Finner*, while the Finns are named *Kvæner*, from the 'län' of Kajana in Finland.

Among works on the Lapps may be mentioned: *Milford's* 'Norway and her Laplanders', 1842; *Everest's* 'Journey through Norway, Lapland, etc.', 1829; *G. von Duben's* 'Om Lappland och Lapparne', Stockholm, 1873; *Friis's*

or '*Gammer*', are stone or clay huts, with openings at the top for the exit of smoke, and in summer they have canvas-tents stretched on birch-poles. The Lapps offer fur-boots *(Skal-Komager*, or *Skuller)*, spoons of reindeer-horn, and other articles for sale. They possess a herd of 2000-3000 reindeer, which graze on the adjoining hills. The peculiar crackling of the animal's hoofs recalls the sound produced by an electric battery. The reindeer are caught by a kind of lasso thrown over their horns. They are milked twice a week only. The rich and rather strong milk, the Lapp's chief article of diet, is diluted with water before use. 'The milk is strong and thick, as if beaten up with eggs' (*Scheffer's* Lapponica, 1675). The cheese made of it is reserved for winter. — On the way back from the Tromsdal we obtain a beautiful *View of Tromsø, with its green hills, and the snow-mountains of the Kvalø (p. 230) and the Ringvadsø (see below) beyond.

The **Fløifjeld** (2600 ft.; about 2½ hrs., guide advisable), a moss-clad rocky hill, rising from the sea opposite Tromsø, on the S. side of the entrance to the Tromsdal, is an excellent point of view. The path diverges from the Tromsdal route to the right, a few minutes from Storstennæs, beyond the houses. It soon becomes steep, and ends halfway up; we then ascend over meadows (rich polar flora) and loose stones, and partly over snow. The top is marked by an iron vane. With caution, we may descend direct (no path) to the Lapp camp (see above).

The **Tromsdalstind** (4065 ft.; 3-4 hrs.; guide from Tromsø, 10-12 kr., may be dispensed with by experts) may be ascended from the Lapp camp. We walk to the (1 hr.) head of the valley, which ends in a great basin like those in the Pyrenees; then ascend the steep slope to the left, at first over turf, then over snow. Herds of reindeer sometimes graze here. To reach the crest of the hill we have to scale a very steep snow-field. The final ascent, over snow and detritus, is easier. The top, marked by a varde, commands the magnificent scenery of the Ulfsfjord and the glacier-chain on the Lyngenfjord; to the W. stretches the Arctic Ocean beyond Tromsø and the Kvalø. On the E. side the mountain falls almost sheer to a valley extending from the Ulfsfjord to the Balsfjord.

33. From Tromsø to the North Cape.

46 S.M. Distances from Tromsø are prefixed to the chief stations. From Tromsø to Hammerfest the Bergen and Nordenfjeld Mail Steamer takes 16-18 hrs., the Vesteraalen Express Boat 11 hrs. only. — The Bergen and Nordenfjeld Tourist Steamers leave Tromsø in the evening, reach the *Fuglø* about midnight, and *Hammerfest* next morning, and are off the *North Cape* in the evening; those of the Vesteraalen Co. start from Tromsø in the morning and arrive at the North Cape late in the evening.

We steer N. through the Tromsøsund, and N.E. through the *Grøtsund*. To the left lies the mountainous *Ringvadsø* (with a glacier and a lake formed by a moraine); then the *Reinø*, at the S.W. end of which lies *Finkroken*. The steamers sometimes pass through the *Langfjord*, between the Ringvadsø and the Reinø. On the main-

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'En Sommer i Finmarken', Kristiania, 1871; *Friis's* 'Lappisk Mythologi og Lappiske Eventyr', Kristiania, 1871; *J. Vahl's* 'Lapperne, etc.', 1866; *F. Vincent's* 'Norsk, Lapp, and Finn', 1885; *Cutcliffe Hyne's* 'Through Arctic Lapland', 1898.

land, opposite Finroken, the *Ulfstind* (3609 ft.) is posted like a sentinel at the mouth of the *Ulfsfjord, which runs S., inland, for 50 Kil., parallel with the Lyngenfjord. We obtain, in passing, a superb view of the snow-mountains of the Lyngen peninsula (see below), the *Jægervandstinder* (5544 ft.) with the *Goaltzagaise* (4440 ft.), and to the right of them the *Fornæstind* (5660 ft.).

On the Ulfsfjord a steamer (Com. 421) from Tromsø plies once weekly. From the station of **Jægervand** (good quarters) we may visit the lake of that name, beyond which rise the grand Jægervandstinder. [From the S. end of the lake (12 Kil. long) a toilsome but interesting pass leads past the *Trollvand* to (4 hrs.) *Storstennæs*, whence we may skirt the Kjosenfjord to (3 hrs.) Kjosen (see below).] — At *Gjøvik* (quarters at P. Gjæver's, the Landhandler), whence the *Fornæsdalsbræ* (p. 234) may be visited, the steamer enters the inlet of *Kjosen*, enclosed by huge ice-clad mountains. From **Kjosen**, the terminus (coffee, bread, and eggs at the postmaster's; guide, *Knut Johanneson*), at the head of this creek, a road crosses the 'Eid' or isthmus, about 4 Kil. broad and 197 ft. high, to Lyngen (see p. 234). — In the S. part of the Ulfsfjord, named the *Sørfjord*, the steamer calls at *Sjursnæs*, on the W. bank, near the church of *Sørfjorden*. Opposite rise the huge *Jæggervarre* and *Njalasvarre* (p. 234).

The mail-steamers stop at the little island of (8 S.M.) *Karlsø*, beyond which the *Fuglesund* to the left leads between the *Vannø* and the *Arnø* to the open Arctic Ocean. The tourist-boats steer a little way down the Sund to await the **Midnight Sun, a glorious spectacle for those who have the rare fortune to see it unclouded. Across the blue, yellow, and silver shimmering sea appears in the foreground the rocky *Fuglø* (2572 ft.), the sharp outline of which recalls Capri; to the left of it, in the background, hangs almost motionless the red and gold disk of the sun. This beautiful scene is even more impressive than from the North Cape, but is often marred or blotted out by fog or the storms of the Arctic Ocean. At other times the milk-white mist lies on the surface of the water only, while the sky is bright and sunny. In this case the steamer casts anchor, and passengers have leisure to observe the peculiar white 'Skoddebuer' or fog-bows.

On the islet of *Skaarø*, adjoining the Vannø on the N.E., there was formerly a whaling-station, but whaling on the Norwegian coast has been prohibited by law since 1904. Operations have since been transferred to Iceland, Bear Island, and Spitzbergen.

To the S. opens the **Lyngenfjord, which is visited by the mail-boats of Line II, by the Tromsø steamers (p. 235), and by the tourist-steamers on their way back from the North Cape. The Lyngen peninsula, bounded on the W. by the Ulfsfjord and on the E. by the Lyngenfjord, and ending in the bold headland of *Lyngstuen* (1215 ft.), is wholly occupied by snow and ice-clad mountains rising close to the sea. Furthest N. is the *Pipertind* (4036 ft.), on the N. side of which lies a broad *Glacier, embedded between several peaks. Next to it is the *Storskaal*, separated by snow-filled gorges from the *Vagastind;* and next the latter, beyond another gorge, is the *Rendalstind*. A glacier descends almost to the sea. Behind rise the *Jægervandstinder* (see above), also with large glaciers.

The vessel steers close under the rocks familiarly known as *Smørstabben* (butter-slices), from their variegated horizontal strata. The opposite bank is also mountainous and partly covered with snow, but has no glaciers. Opposite the islet of *Aarøholm* rises W. the *Golborre*, and S.W. the *Fastdalstind*. Farther on, opposite the mouth of the Kaafjord, tower the immense *Kjostinder* (5414 ft.). We round a headland, and, about 2 hrs. from the entrance to the fjord, reach —

Lyngen or *Lyngseidet* (quarters, for a longer stay only, at Anton Gjæver's, the Landhandler), residence of a pastor, a doctor, and a Lensmand. After so long a voyage in an inhospitable region, the little church amid birch-clad hills, flanked with snow-mountains, is specially attractive. To the S. of the valley, through which the road leads W. to Kjosen (p. 233), rises the *Goalsevarre* (4232 ft.). At its foot, about 20 min. from Lyngen, is a large *Lapp Settlement*, to visit which some of the tourist-ships land their passengers.

Lyngseidet, served five times a week by steamers from Tromsø (once by mail-steamer of Line II, twice by Lyngenfjord steamer, and twice by the Ulfsfjord boat to Kjosen, 4 Kil. from Lyngen; see below; Com. 226a, 418, 421), is a good centre for **Excursions in the Lyngen District.** Hr. Gjæver procures land and boat-skyds, but guides are difficult to get. *Petersen's* geological map of Tromsø-Amt and the *Beskrivelse af Tromsø-Amt* (1 kr.), published by the 'Geografiske Opmaaling' in Christiania', will be most useful. Patience is required in dealing with the sluggish but proud peasantry of the district. The traveller who seeks quarters from them deposits his luggage at the door, and waits until his request is answered with a 'Velkom' and a handshake. About $1\frac{1}{2}$ kr. is given per day. Less ceremony is required with the Lapps.

Good walkers may ascend the *Goalsevarre* (see above) in 4 hrs. without a guide; a porter (2 kr.) may be taken from the Lapp encampment where the ascent begins. Keep to the left of the brook. The *View from the top embraces (E.) the S. part of the Lyngenfjord and (N.) the Kjostinder. — An excursion to the mountain-basin enclosed by the Goalsevarre, the *Rørnæstinder* (ca. 4100 ft.), and the *Jertind* (ca. 3600 ft.) takes 6-7 hrs. — Another fine excursion for one day: cross the Eid to *Kjosen* (4 Kil.; p. 233); row to the ($1\frac{1}{2}$ hr.) *Fornæsdal*, and walk up that valley (toilsome; guide necessary, 4 kr.), crossing old moraines, to the **Fornæsdal-Bræ*, a superb glacier descending abruptly from the *Golzevaggegaissa*, between the Fornæstind and the Durmaalstind.

The following tour takes $1\frac{1}{2}$ day: drive S. to (12 Kil.; fare 3 kr.) *Pollen*, then row to *Dalen* (poor quarters at both); next day walk by a good path on the left bank up the beautiful but uninhabited *Lyngdal*, passing the *Jæggevarre* (6286 ft.) on the N., to the ($2\frac{1}{2}$ hrs.) great glacier descending from the main plateau (lower end 1300 ft. above the sea). From the Lyngsdal we may also ascend the *Njalavarre* (5027 ft.) to the S. (grand view of the Jæggevarre glaciers), or walk N. to the glaciers of the *Ruksisvaggegaissa*.

Another interesting excursion is E. to the **Kaafjord**, where the local boats call (Com. 418a). Good quarters at Kr. Wassmuth's at *Langnæs*. Six immense waterfalls descend about 3000 ft. from the steep sides of the inner Kaafjord. The dwellers on the Kaafjord are mostly 'Sea Lapps', who have abandoned nomadic life and now live by fishing and cattle-rearing. From the steamboat-station *Birtavarra*, at the end of the fjord, a road ascends the *Kaafjordâal* to (ca. 3-4 hrs.) the *Birtavarra* copper-mines. Near *Skatvold* are interesting coast-lines (p. xxxii).

The TROMSØ-AMT STEAMER goes on, S. of Lyngen, to the market village of **Skibotten** (good quarters at *Antonie Rasch's*), at the mouth of a river

(good fishing), with a fine view of the Njalavarre, and thence to *Kvesmenæs* or **Hatteng** (good quarters at *Hans Kiil's*), prettily situated at the head of the *Storfjord*, the S. bay of the Lyngenfjord. The surrounding mountains are: N.E., the blunt cone of the *Hatten*, S.E., the jagged *Mandfjeld* (5086 ft.), and S., the *Ottertind*. — From Hatteng to Havnnæs on the Balsfjord, 6-7 hrs. (see p. 230); a horse, for fording the streams, should be hired to Mælen.

Beyond the Lyngenfjord we pass between the *Arnø* and the *Kaagø* (3966 ft.), with its glacier, into the *Kaagsund*, beyond which, on the left, is the *Løgø*, and on the right —

13 S.M. **Skjærvø** *(Guldbrandsen's Hot.)*, in a bay on the W. side of the island of that name, with a church, a post and telegraph office, and a doctor. Nansen's ship, the *Fram*, under Capt. Sverdrup, anchored here on 20th August, 1896, on her return from her three years' voyage.

To the S.E. we see the pointed *Kvenangstinder* on the *Kvenangfjord*, which is entered by the Lyngenfjord steamers, and also once weekly by the mail-boats of Line II (as far as *Alteidet*, see below). From the peninsula to the N. and E. of the Kvenangfjord, where the land is deeply indented by many fjords, rises the *Øksfjordjøkel* (3825 ft.), from which a glacier descends to the Jøkelfjord. Our course is now nearly due N., across the open sea ('Lophavet'), to —

17 S.M. *Loppen*, the first station in Finmarkens-Amt, with its little church, its turf-covered parsonage, and the Landhandler's substantial house. Little grows here except a few potatoes, which almost alone survive the storms raging for weeks. — The mail-boat of Line I steers S. into the *Bergsfjord*, rounds the wedge-shaped island of *Silden* (2028 ft.), and stops at —

20 S.M. *Bergsfjord*, on the E. side of the fjord. Grand scenery. In the background S. is a glacier of the Øksfjordjøkel, discharged by a waterfall. Passing *Lersnæs*, we steer S.E. to —

23 S.M. *Øksfjord*, on a peninsula between the Øksfjord and the *Stjernsund*, in a noble amphitheatre of mountains, conspicuous in which to the W. is the great Jøkelfjeld, with a glacier descending from it. To the N. is the small church.

The Stjernsund opens E. into the Altenfjord, which may be visited from Hammerfest (p. 236; Com. 425), made known to science by L. von Buch, Prof. Forbes, Keilhau, Ch. Martins, and others. The fjord has branches in every direction. The mountains are Alpine in form. The chief heights are on the W. side: the *Kauven* (3130 ft.), between the Stjernsund and Langfjord; the *Lassefjeld* (3639 ft.), S. of the Langfjord; and the *Store Halddе* (3744 ft.), W. of the Kaafjord. The vegetation here is surprisingly rich. Foliage-trees and wild strawberries occur, and potatoes thrive in places. The temperature in July rises at times to 100° Fahr. — The more important stations are on the S. side of the fjord: *Langfjordbunden* (12 Kil. from Alteidet, see above); *Talvik* ('pine-bay'), with a church; *Kaafjord*, with an old copper-mine, re-opened in 1895, and —

Bossekop ('whale-bay'; *bosso*, Lappish for 'whale'; **Fru Wiig's Hot.*), with the church of *Alten*, at the foot of the *Kongshavnfjeld* (705 ft.), 3 4 Kil. E. of the mouth of the salmon-river *Alten-Elv*. In the vicinity are seen old coast-lines, at a height of about 200 ft.

From Bossekop by Karasjok to Vadsø, 6-7 days. A guide (*vappus*) who knows Lappish is necessary. Equipment, see pp. xxiii, 242. At first there is a road, which crosses the Alten-Elv beyond *Altenguard*; then a

bridle-path. We pass a number of 'sieidi', or sacred stones ('sieidi-gergi', oracle stones), formerly worshipped by the Lapps. The first night is spent in the *Jotkastue* or *Romsdalsstue*, by the small lake of *Jotkajavre* (1302 ft.; about 45 Kil. from Bossekop). — Farther on we observe N.E. the conical *Vuoric Gaissa* (3337 ft.) and the *Vuolla-Njunnes* (2760 ft.), once famous places of sacrifice. The country is mostly wooded. We next row down the large lake of *Jesjjavre* (1332 ft.), or ride along its bank, and then ride or row down the valley of the rapid, but navigable *Jesjjokk* to the *Mollesjokstue*, the second 'Fjeldstue' or refuge, about 40 Kil. beyond the Jotkastue. — We again cross the fjeld to (35 Kil.) the third station, the *Ravnastue*. Thence we either go direct, by the *Gæimo-Javre*, to (25 Kil.) Karasjok, or first to (16 Kil.) the *Karasjokka* ('rapid river') and descend on its left bank to (16 Kil.) Karasjok. — **Karasjok** (440 ft.; *Nielsen's Hot.*), with about 300 settled inhab., has a church and a large school-house, and is thoroughly Lappish. — The rest of the journey is by boat. Below Karasjok (15 Kil.) the Karasjokka joins the *Anarjokka*. The combined rivers form the *Tana-Elv*, the right bank of which is Russian. At *Levvajok*, halfway to Polmak, is a 'Fjeldstue', in which the night may be spent. Next day the *Storfos* must be passed on foot, the boat being dragged down by land; but the other rapids are not dangerous unless the river is low. At the church of *Polmak* both banks of the river are Norwegian. At *Suoppanjargga*, 7 Kil. above Seida (p. 242), we leave the boat, and go 17 Kil. by road to *Nyborg* (p. 242).

From Øksfjord the mail-boat steers N., towards the mountainous *Sørø*, where it stops at *Sørvær*, *Breivik*, *Hasvik*, and sometimes at *Gaashopen*. This island, like the *Stjernø* and *Seiland*, which mask the mouth of the Altenfjord (p. 235) on the right, have the table-land character common in Finmarken. In Seiland rises the ice-clad *Nordmannsjøkel* (3527 ft.); on the N. bank of the island are *Kaarhavn* and the islet of *Vinna*, where the steamer calls once a week. Numerous bays cut deep into the island. Between Seiland and the curiously shaped island of *Haajen* we near the harbour of Hammerfest. Before entering it, we look to the right into the strait of *Strømmen*, separating Seiland from the *Kvalø*, on which Hammerfest lies. A headland of the Kvalø narrows the strait to 1 Kil. at one point, across which the reindeer herds are made to swim to their summer pastures in Seiland.

30 S.M. **Hammerfest.** — Grand Hot., very fair. — Telegraph in the Grønnevoldgade, by the harbour. — Brit. Vice-Consul, *C. Robertson.* — Local Steamers of the Nordenfjeld Co. ply from Hammerfest thrice weekly to the *Altenfjord* (p. 235; Com. 425: twice taking two days, once one day there and back); also twice a week to the *Porsanger Fjord* and the *Laxefjord* (p. 240; Com. 426; 3½ days, there and back).

Hammerfest, founded in 1787, with 2300 inhab., is the northmost town in the world (70° 40′ 11″ N. lat., 23° 45′ 25″ E. long.). The town is wholly timber-built. The sun does not set here from 13th May to 29th July, nor rise from 18th Nov. to 23rd Jan. (electric light). The port is frequented by ships from almost all parts of Europe, but chiefly from Russia. The chief exports are fish and train-oil, the imports hemp, flax, sail-cloth, iron goods, and corn. Fishing-fleets are dispatched hence to the polar seas. Cod-liver oil, prepared in numerous boileries, is the most valuable commodity. Hence the all-pervading 'ancient and fish-like smell'.

The harbour is skirted by the Grønnevold-Gade, where rise the

Rom. Cath. Church and the large warehouses. To the S.W. is the superior quarter of the town, rebuilt since the fire of 1890, with the Storgade as its main street. Here are the Prot. Church, the town-hall, two schools, and the Stift-Amtmand's house.

The E. prolongation of the Grønnevold-Gade leads N. round the harbour, then W. to (20 min.) the *Fuglnæs*, to which we may also row. At the end of the cape are a lighthouse (disused of course in summer) and the house of the British consul. A conspicuous little granite column, called the *Meridianstøtte*, crowned with a globe in bronze, has been erected here in memory of the measurement of degrees in 1816-52, by Russian, Swedish and Norwegian geometers. Fine view of the town and the barren hills around.

The Latin and Norwegian inscriptions on the column are to this effect: N. end of the meridian 25° 21′ long., extending from the Arctic Ocean to the Danube (from Hammerfest to Ismail), through Norway, Sweden, and Russia, which, by order of King Oscar I. and Emperors Alexander I. and Nicholas I., the geometers of the three nations measured with uninterrupted labour in the years 1816-1852. Lat. 70° 40′ 11.3″. — On the Fuglnæs Sir *Edward Sabine* made his famous experiments with the pendulum in 1823.

From the hill to the N. of the Meridianstøtte we have an unbroken view of the N. horizon, and therefore of the midnight sun also.

The long hill to the S. of Hammerfest, on which, as we enter the harbour, we observe a stone signal with a wooden top, is called **Sadlen* ('saddle'; pron. *sahlen*). An easy path, beginning by the band-stand at the W. end of the Stor-Gade, ascends the slopes in windings to the (1/4 hr.) top (rfmts.), where we have a fine view of the town and harbour. We may descend to the valley on the E. side, where we reach a road by the little lake *Storvand*. On the other bank of the lake are remains of a birch-grove and several country-houses. — The signal-station at the top of the Sadlen, 3/4 M. W. of the little café, overlooks the glaciers and snow-mountains of Seiland and the *Sørø*, but is not high enough for a view of the midnight sun.

Ascent of the Tyven, to the S. of Hammerfest (1 1/2-2 hrs. to the top; guide unnecessary). We follow the road on the E. side of the Sadlen, above the Storvand, and then turn to the right, following the telegraph-wires, keeping well to the right to avoid the swamps. The Tyven is the high hill at the foot of which the wires run. A little farther on we mount to the left to a knoll covered with loose stones, passing under the wires, and then past a small pond, to (1 hr.) the foot of the abrupt Tyven. Here we turn to the left, close to the base of huge fallen rocks, and ascend the steep course of a small brook, fringed with willows and dwarf birches. At the top of the gully we see W. the sea and N. the villas above mentioned, and beyond them another small lake. Large herds of tame reindeer, whose peculiar grunting ('Grynte') is heard a long way off, graze here in summer. We now ascend steeply to the right, passing a snow-field which lies on the right, and then, keeping still more to the right, reach (3/4 hr.) the top of the ***Tyven** (1375 ft.), marked by a pyramid of stones. The hill consists of gneiss, with slate at the top. It descends very abruptly on the W. side, with the sea washing its base; close by is a bay with meadows, a birch-wood, and several houses. We survey E. the barren and desolate *Kvalø*, with its numerous ponds, and S. and W. long mountain-ranges, snow-fields, and glaciers. Most con-

spicuous are the islands of Seiland and Sørø. To the N. stretches the vast horizon of the Arctic Ocean. Of Hammerfest itself the Fuglnæs only is visible. — The best way back is W., by the top of the Sadlen (p. 237), where the view is similar, though less extensive. By this route, the whole excursion takes 4, otherwise 3-3½ hrs.

Beyond Hammerfest the land ceases to be of account except as subservient to the sea, and fish becomes the centre of all interests. The landscape is Arctic, and the vegetation so scanty, that a patch of grass 'which might be covered with a copy of the Times' is hailed as a meadow. — On the right the coast is deeply indented with fjords. On the left there are a few islands, and between these are long stretches of open sea.

35 S.M. *Rolfsøhavn*, on the *Rolfsø*. To the S., near the mainland, is the small *Renø*, where the mail-steamers call alternately with the Rolfsø.

We next steer through the *Havøsund*, between the mainland and the *Havø*, an island with a church, a pastor, and a Landhandler, in which rises a pointed hill called the *Sukkertop* ('sugar-loaf'). The mail-steamers now enter the *Maasund*, touching at the *Maasø*, also with church, parsonage, and Landhandler, or sometimes at *Gjesvær* (see below), and then usually pass through the Magerøsund (p. 239).

The tourist-steamers steer N.E. in the Maasøfjord, between the *Hjelmsø* (left) and the Maasø (right). At the N. end of the Hjelmsø is a 'bird-hill', the haunt of countless sea-fowl, with the curiously shaped *Hjelmsøtoren*. — On the *Magerø*, E., the *Gjesværtop* soon comes in sight, in front of which is *Gjesvær*, on an islet, at which the mail and the local boats touch. To the N. rise the ***Stappene** (*stappi*, old Norse 'column'), three pointed rocky islands covered with dense flocks of gulls, auks, and other sea-fowl. When scared by a cannon-shot thousands of them rise in dense snow-like clouds, uttering shrill cries. Others take to the water, but many remain sitting on ledges of the rock.

To the right opens the *Tuefjord*, cutting deep into the Magerø. We then round the long, low *Knivskjær-* or *Knivskjæl-Odde* (71° 11′ N. lat.; a little further N. than the Cape), on which a mail-steamer struck in a fog in 1881, and soon (47 S.M. from Tromsø) sight the North Cape, which presents a majestic appearance though of moderate height.

The ****North Cape** (1017 ft.; 71° 10′ 24″ N. lat., 25° 45′ 50″ E. long.), the precipitous N. headland of the Magerø, called *Knøskanæs* by the early geographer Schöning, a dark-grey slate-rock, furrowed with deep clefts, is usually regarded as the northmost point of Europe, though the Nordkyn (p. 240) is the northmost continental point. Passengers land in the *Hornvik*, on the N.E. side of the Cape. A rude path, bordered with iron stanchions and ropes, ascends the green mossy slope, swampy and stony at places. (Stout boots and wraps advisable.) In about 50 min. we reach the

plateau, where a wire, very acceptable in foggy weather (but reported in disrepair), leads in 20 min. more to the top. A granite column recalls the visit of King Oscar II. in 1873, and a 'Varde' or cairn that of Emp. William II. in 1891. A cold wind generally prevails. (In the pavilion champagne is sold at 8-14 kr. per bottle.) The sun is at its lowest at 11.17 p.m., by mid-European time. The view embraces the open sea to the W., N., and E.; to the S.W. we see the Hjelmø and the Rolfsø; E., in the distance, the Nordkyn; S. the plateau of the Magerø, with its patches of snow, its ponds, and scanty vegetation.

'The northern sun, creeping at midnight at the distance of five diameters along the horizon, and the immeasurable ocean in apparent contact with the skies, form the grand outlines in the sublime picture presented to the astonished spectator. The incessant cares and pursuits of anxious mortals are recollected as a dream; the various forms and energies of animated nature are forgotten; the earth is contemplated only in its elements, and as constituting a part of the solar system'. — *Acerbi* 'Travels to the North Cape'. London, 1802.

'And then uprose before me,
Upon the water's edge,
The huge and haggard shape
Of that unknown North Cape,
Whose form is like a wedge'. *Longfellow.*

To the E. of the North Cape is an excellent fishing-ground (comp. p. 244), where passengers are usually indulged with an hour or two of hand-line fishing from the deck of the steamer, the sailors willingly assisting.

34. From the North Cape to Vadsø.

About 60 S.M. (comp. p. 212). The mail-steamers (Com. 226 and 227c) take 6½-7½ hrs.

Beyond the North Cape the sole attraction of the voyage is the utter bleakness and solemnity of the scene. Both mainland and islands consist of vast monotonous plateaux, called *Næringen*, rising 1000-2000 ft., and for half-a-day at a time not a boat, not a human dwelling is to be seen.

From the Maasø (p. 238) the mail-boats steer E. through the narrow *Magerøsund*, between the *Magerø* and the mainland. On the E. coast of the Magerø are stations *Honningsvaagen* and (6 S.M. from Maasø) *Kjelviken*, with a church and the Landhandler's house.

We next pass the mouth of the **Porsanger Fjord**, about 20 Kil. broad, and extending 120 Kil. inland, to which local steamers ply from Hammerfest. In July and August the 'Sei' (saithe, *Gadus virens*), akin to the cod, is largely caught here. The Sei enters the fjord in pursuit of the 'Lodde' (*Osmerus arcticus*, a kind of smelt), which resorts to the shore to spawn. After the Lofoten fishery (p. 223) the fishermen come here for the 'Lodde' fishery.

The N. headland of the peninsula of *Sirte-Njarga*, which bounds the Porsanger Fjord on the E., is the *Sværholdklubben*, composed of clay-slate, about 1000 ft. high, the haunt of millions of sea-fowl. It belongs to the Landhandler of *Sværholt*, which lies

in a small bay to the E., and of which he is the only inhabitant He derives a good income from the sale of the sea-fowls' eggs.

The **Laxefjord,** which runs inland on the E. side of the Spirte-Njarga, is served by the local steamers only (p. 236). The mail-steamers next make for the *Kjøllefjord*, a bay on the W. coast of the large peninsula of *Čorgaš-Njarga* (pron. tshorgash). On the S. side of the entrance to the bay rises the *Store Finkirke*, a huge rock, once revered by the Lapps; and further up the fjord is the *Lille Finkirke*. The vertical strata of sandstone here are noteworthy. At the head of the fjord is the station of *Kjøllefjord*, with a church and several houses and Lapp huts ('Gammer'). To the right we observe an old coast-line (p. xxxii).

Leaving the Kjøllefjord, we next steer round the *Rødevæg* ('red wall') to the station of *Skjøtningberg*, and along the abrupt coast to the headland **Nordkyn** (768 ft.; 71° 8′ 2″ N. lat.; 27° 39′ 57″ E. long.), the northmost point of the mainland of Europe. The masses of quartzose rock, broken into enormous slabs, have an imposing effect. Next, on the right, we see the headland *Smørbringa* (423 ft.).

The next small stations are *Mehavn* and *Gamvik*. Then, passing *Omgang* and the station of *Finkongkjeilen*, we enter the **Tanafjord,** an inlet nearly 70 Kil. long, which is served by the mail-steamers of Line I and by a local boat from Vardø (Com. 428). The E. bank is composed of variegated quartzose rock. On the W. is the *Hopsfjord*, up which we have a glimpse, across the narrow Hopseid, of the distant Laxefjord. The hills to the E. of the fjord increase in height, culminating in the *Stangenestind* (2375 ft.). To the W., farther on, is *Digermulen*, a peninsula separating the Tanafjord from the *Langfjord;* to the S. rises the distant Algas-Varre (p. 242), above Guldholmen. The stations of *Vagge* and *Smalfjorden* are called at alternately.

The other mail-boat steers direct from *Finkongkjeilen*, round the *Tanahorn* (883 ft.), which rises at the N. end of the peninsula of *Rago-Njarga*, to *Berlevaag*, *Makur*, *Syltefjord* (with its 'bird-hill'), *Havningberg*, and —

50 S.M. **Vardø** *(Fru Øien's Hot.; Midtgaard's Hot.;* Brit. Vice-Consul, *J. G. Gundersen)*, a town of 2600 inhab., with neat turf-roofed houses and little vegetable gardens, the chief fishing-station in Finmarken. It lies in N. lat. 70° 22′ 35″ and E. long. 30° 7′ 24″, on an island separated from the mainland by the *Bussesund*, between two harbours, the larger and deeper on the N. side, protected by a breakwater. In 1769 the Jesuit father *Max Stell* observed the transit of Venus here, as recorded in the church register. On 21st July, 1893, Dr. Frithjof Nansen set sail from Vardø in the 'Fram', and here, on 13th Aug., 1896, he and his companion, Fred. Hjalmar Johansen, first set foot on Norwegian soil on their return, landing from the British yacht 'Windward', which had brought them from Franz-Joseph-Land.

To the W. of the town is the fortress of *Vardøhus*, founded about 1310, to which Norway once owed her hold of Finmarken, but now of no importance, with a garrison of 16 men only. Inscriptions on a beam here recall the visits of Christian IV., King of Denmark and Norway, in 1599, and Oscar II., King of Sweden and Norway, in 1873. To the E. of the town is a timber-built church. In the vicinity are countless 'Hjelder' for drying fish.

We may ascend the (20 min.) *Vardefjeld* (194 ft.), a rocky hill behind the church, overlooking the town and island: S.E. the *Domen* (512 ft.); E. the open sea; S. the district of Syd-Varanger, with the adjoining Russian territory. — Violent storms rage here in winter, but the temperature is so mild (lowest about 5° Fahr.) that sheep remain in the open air all the year round.

A Russian steamer plies once a week from Vardø by Vadsø to *Archangel* on the *White Sea* in five days; comp. Baedeker's Russia (in German only).

The steamer (to Vadsø 3½-4½ hrs.) rounds the islands *Renø* and *Hornø*. On Renø is the summer-residence of the commandant of Vardøhus, two turf-covered huts resembling 'Gammer'. The down and eggs of the sea-fowl on the island yield part of his income. We next pass the small trading-station of *Kiberg* on the dreary coast, and skirt the S. side of the *Vadsø*, on which the town of Vadsø formerly lay.

60 S.M. **Vadsø** (*Aanestad's Hot.; Aas's Hot.;* British Vice-Consul, *B. M. Akermand*), a town with 2200 inhab., half Finns ('Kvæner'), lies in 70° 4′ N. lat., on the S. bank of the peninsula of Varjag-Njarga. The Lapp name of the place, *Čacce-Suollo* (pron. chahtze), the Finnish *Vesi-Saari*, and Vadsø all signify 'water-island'. The Finns, chiefly immigrants from Russian Finland, live at *Ytre-Vadsø*, the E. suburb. Each of their houses has a bath-room ('Sauna'), where a Russian vapour-bath may be ordered. On every side are odoriferous 'Hjelder' for drying fish. Potatoes, stunted mountain-ashes, and a few spring-flowers, such as forget-me-not, brave the climate. The *Church* stands on a hill to the N. of the town. The sacristy contains a votive picture of 1661. Under the tower, which may be ascended, is a curious offertory-box. The Amtmand has a pleasant '*Residens*'. The shops sell Russian articles, such as 'Næverskrukker', or baskets made of birch-bark.

The last station of the mail-boats of Line I is *Kirkenæs* (p. 242).

From Vadsø to the Tanafjord. — Road (104 Kil.; skyds for 2 pers. 25-30 kr.). This journey affords a welcome change after the long sea-voyage, but there is scant time for it, as we have to reach Vagge or Smalfjord on the forenoon of the second day in order to catch the mail-steamer. Enquiry should be made of the captain as to the time of her arrival at Vagge. Mosquito-veils advisable.

The road skirts the Varanger Fjord, passing several Lapp dwellings, as at *Mortensnæs*, and the church of *Næsseby*. The vegetation improves as we ascend the fjord.

47 Kil. **Nyborg** (quarters and vehicles for the further journey at the Landhandler's), on the *Mæskfjord*, the inmost bay of the Varanger Fjord, is a station of the local steamboats (Com. 430). About 15 Kil. N. rises the *Madevarre* (1470 ft.; forest limit, 650 ft.). We next drive across the *Seidafjeld* (over which runs a 'Rengjærde', Lapp 'Aide', or fence to prevent the reindeer from straying) to —

23 Kil. *Seida*, on the E. bank of the *Tana-Elv*, the second-largest river in Norway, noted for its salmon and the particles of gold it contains. The post-master (a Finn) sells curiosities at high prices.

We row across to the W. bank, on which the road descends. At *Maskjock* the *Rapp-Elv*, a tributary of the Tana-Elv, is crossed. We pass *Bonakas* and then the church of *Tana*, at the foot of the *Algas-Varre* ('holy mount'; 1906 ft.).

31 Kil. *Guldholmen* ('gold island'; quarters), an islet close to the shore.

The road ends, 2½ Kil. further, at *Tananæs*, from which we row to (1¼ hr.) *Vagge* or to (2 hrs.) *Smalfjorden* (p. 240). No quarters at these three places.

35. Syd-Varanger.

Mail Steamer from Vadsø (Line I; Com. 226) to *Kirkenes* once weekly in 2 hrs.; Local Steamer (Com. 429, 430) twice a week. The Syd-Varanger is rich in timber, fish, and sea-fowl. In this district we see the Lapps and the industrious Finns to advantage (see *Friis's* Finmarken). The explorer should have a veil ('Slør'), covering the whole head and fastened round the neck, and if possible a mosquito-tent ('Raggas') also, as gnats occur in such swarms as sometimes to darken the sun.

One local steamer (Com. 429) goes by Kiberg (p. 241) to Kirkenes. The other (Com. 430) steers first to **Bugønæs** (good quarters at the Landhandler's), at the mouth of the *Bugøfjord*, which runs far inland. On the W. side of the fjord rises the *Bugønæsfjeld* (1513 ft.), on the E. the *Brasfjeld* (1476 ft.). On the right opens the almost uninhabited *Kjøfjord*. We skirt the N. side of the bare *Skogerø* and touch at *Kjelmesø*, at the mouth of the *Bøgfjord*, which is entered both by the local and the mail-steamers.

The Bøgfjord, to the E. of the Skogerø, with its S. arms the *Klosterelv-Fjord* and the *Lang-Fjord*, is the largest and most important fjord in Syd-Varanger. On the point between the Klosterelv and Lang fjords lies **Kirkenes**, with the church and parsonage of *Syd-Varanger* (rooms at Landhandler Figenschou's), a rapidly increasing place since the discovery of iron-ore at Boris-Gleb, to which a railway is being constructed. — To the S.E., 5 Kil. up the Klosterelv-Fjord, lies **Elvenæs** (rooms at A. Klerck's), a station of the local steamers, at the mouth of the large *Pasvik-Elv* or *Kloster-Elv* (named after an old monastery at Peisen), which forms

the boundary between Norway and Russia. The Russian chapel of *Boris-Gleb* lies on the left bank of the Pasvik, 4-5 Kil. S. of Elvenæs.

The river consists of a series of lakes, some of them 10-20 Kil. long, rising in steps, and connected by about thirty waterfalls. About 6-7 Kil. from Boris-Gleb are the *Storfos (Gieddegævdnje)* and the *Harefos (Njoammel Guoika*, 'hare-fall'), on the *Valegas-Javre*. The (40 Kil.) *Männikö-Koski* ('pine-waterfall'), amid fine forest scenery, may also be visited.

The local steamer (Com. 430) next steers E. from the Bøgfjord into the *Jarfjord*, calls at *Valen* and *Jarfjordbunden*, and then follows the coast to the fishing and trading stations of *Pasvik* and *Jacobselvs-Kapel*. Since the visit of Oscar II. in 1873, recalled by a marble slab, the place has been named '*Oscar den Andens Kapel*'. It lies on the *Jacobs-Elv* (Lapp *Vuorjem*), the boundary between Norway and Russia.

The following Lapp words (in which č = ch, c = ts, and š = sh) occur frequently: *Duoddar*, mountain; *varre*, hill; *varre-oaaive*, hill-top; *tjokk*, point; *njarg*, promontory, peninsula; *suolo*, island; *gedge*, stone; *čacce*, water; *vuodna*, fjord; *javre*, lake; *gaiva*, spring; *jokki*, river; *guoika*, waterfall; *njalmi*, estuary; *jækna*, glacier; *olmiš*, person, human being; *goatte*, house; *maa*, land; *buocco*, reindeer; *suoppan*, lasso; *guösse*, cow; *guösse-voja*, cow's-fat, butter; *guolle*, fish; *guvtjin*, trout; *muorra*, tree; *dæno*, fir, pine; *kumse*, cradle; *pulk*, *kjærris*, sledge; *beska*, fur-coat; *gabmagak*, shoes; *skalkomager*, fur-boots; *bellinger*, leathern gaiters; *nibe*, knife; *doppa*, edge; *bænagulam*, a mile (literally 'as far as a dog's bark is heard'). — The Lapp greeting on entering a house is '*rafthe vissui*' (peace to your house)! The answer, '*ibmel addi*' (God grant it)! '*Burist*' or '*buorre bæive*' (good day)! Answer, '*ibmel addi*'!

36. From the Altenfjord to Haparanda in Sweden.

About 700 Kil., a fatiguing journey of 11-13 days. From Alten (p. 235) to *Kautokeino* 4 days; thence to *Muoniovara* 3-4 days; to *Haparanda* 4-5 days more. This route has been trodden by *L. von Buch*, *Acerbi*, *Charles Martins*, *Bravais*, *Oscar Schmidt*, and other scientists and men of mark, but has no attraction for ordinary tourists. The best time is between mid-August and mid-September. Earlier the mosquitoes are insufferable; later the days draw in and snow begins. Passports must be *visé* by a Russian ambassador or consul (consul at Hammerfest).

From Alten to Kautokeino, about 140 Kil. by the mountain route W. of the Alten-Elv, or 155 Kil. if we follow that river. We prefer the former and engage guide and horses for the whole way. Four 'Fjeldstuer' afford shelter, but provisions must be taken. The highest point of the vast fjeld which we cross, far W., is the *Nuppivarre* (2727 ft.; Lapp 'varre', Finnish 'vara', mountain). The stations are: 24 Kil. (map-measurement) *Gargia-Stue* (360 ft.; road thus far), 23 Kil. *Suolovuobme* or *Solovom* (1302 ft.); 26 Kil. *Piggejavre* (1112 ft.); 52 Kil. *Kautokeino*.

Those who take the longer route, up the Alten-Elv *(Alatajokki)*, ride across the *Beskadosfjeld* to the *Ladnijaure* and *Masi* (814 ft.),

to avoid the *Sautzofosse*, the rapids in the lower part of the river. On the calmer upper course we row up to —

Kautokeino (867 ft.; quarters at the Landhandler's, or at the Lensmand's), a settlement of Lapps and a few Finns, mostly absent in summer, with a church and parsonage. The inside of the village-well is coated with ice. Birches thrive, but not pines.

From Kautokeino to Karesuando (about 100 Kil.), two days. We either ride or row up the Alten-Elv to (14 Kil.) *Mortas*. Thence, by *Postgamme*, to the frontier between the Norwegian Amt of Finmarken and the Russian principality of Finland, 44 Kil. more. Beyond the frontier of Finland, a strip of which, 30-40 Kil. broad, runs for about 120 Kil. between Norwegian and Swedish territory, we pass (11 Kil.) *Syvajärvi*. A ride of 28 Kil. more brings us to the *Muonio-Elf*, 130 yds. broad, the boundary between Finland and Sweden. We then cross the river to —

Karesuando (1037 ft.; *Inn*), the first village in Sweden, with a church. Barley is grown in the vicinity.

From Karesuando to Muoniovara (about 100 Kil.), in one day by boat down the *Muonio-Elf*. The trip is interesting, and the passage of the rapids is free from danger. It is usual to hire a boat and rowers to *Muonio-Niska* ('beginning of the Muonio') on the Finland side, or to *Muoniovara* (good quarters) on the Swedish side; but a fresh boat may be engaged at each station: 20 Kil. *Kúttainen;* 20 Kil. *Pálojuensun;* 30 Kil. *Kétkisuvando* (12 Kil. beyond which are seen the first pines); 20 Kil. *Rósteranta;* 10 Kil. *Muoniovara* (761 ft.), prettily situated, with corn-fields.

From Muoniovara to Haparanda (365 Kil.), also by boat, first on the Muonio, then on the Torneå-Elf. The rushing *Muoniokoski*, a cataract 2 Kil. long, is audible at Muoniovara, 1/4 hr. distant. The descent is exciting (2 kr. to the 'fors-styrman'). The foaming river careers wildly through a narrow gully and over sunken rocks.

The boat from Muoniovara to *Ruskola* (see p. 394), manned by three boatmen, holds two passengers only, and costs about 80 kr. We descend a series of other cataracts and rapids. The voyage (about 280 Kil.) takes 2 1/2-3 days. Good quarters at *Kihlangi*, *Kengis Bruk* (iron-works), *Pello*, and *Matarengi*, with *Öfver Torneå* and Mt. *Avasaxa* (p. 394), on the Finnish side.

Between the station of *Läppea* (406 ft.) and that of *Kengis Bruk*, 1 hr. below it, the Muonio falls into the Torneå-Elf. Near *Pello* (266 ft.) is the *Kittis*, a hill associated with the memory of Maupertuis, who directed the geometrical measurements here in 1736. — From *Matarengi*, where it is usual to land, to *Haparanda*, see p. 394.

From Läppea we may travel by land instead of by water.

ISLAND
1:4.500.000
0 50 100 Kilom.
0 10 20 40 60 Engl. Miles
I Vestamt, II Nord-og Östamt, III Sydamt
Fj. = Fjördr, J. Jök. = Jökull
V. = Vatn
Varme Kilder og Solfatarer
Jökler, Vandfald
Faxa-Fjördr
Breidi-Fjördr
Ísafjardardjúp
Arnar-Fjördr
Patreks-Fj.
Bjarg-tangar
Snæfells Jök.
Ísafjördr
Reykjavik
Reykjanes
Hafnarfjördr
Keflavik
Hekla
Eyrarbakki
Stranda-Kirkjad
Vestmanna-Eyjar
Portland
Thorlakshöfn
Selvogr
Grindavik
Krisuvik
Kaldadar
Kerlingar
Palsfjall
Jökull
Örafa J.
Vatna-(Klofa-)
Fiski-Vötn
Hofs J.
Eyriks Jök.
Lang-Jökull
Skaptár-Jökull
Odadhraun
Axar-Fj.
Thingvalla-vatn
Thingvellir
Skjaldbreidr
Hlödufell
Blafell
Kjalfell
Kistufell
Kverk-Fjöll
Trölladyngja
Askja
Snæfell
Herdubreid
Dyngju-Fjöll
Jökulsá
Lagarfljót
Fljótsdalr
Seydisfjördr
Eskifjördr
Reydar-Fj.
Kolfreyjustadr
Berufjördr
Djupivogr
Beru-Fj.
Alfta-Fj.
Hornafjördr
Skaptafellsfjöll
Skaptafell
Lómagnúpr
Skeidarársandr
Skeidará
Grimsvötn
Kverkfjöll
Dyngjufjöll
Herdubreidar-Fjöll
Mödrudalr
Vopnafjördr
Hofsós
Hofs-Jökull
Langjökull
Hvitá
Ölfusá
Thjórsá
Markarfljót
Fljótshlíd
Eyjafjalla J.
Tindfjalla J.
Torfa J.
Laki
Hekla
Vatnsfell
Ok
Baula
Snæfellsnes
Stykkishólmr
Grundarfjördr
Ólafsvik
Búdir
Gardar
Borg
Hvalfj.
Melar
Hjörtsey
Akranes
Reykjanes
Fugla-Sker
Thjórsá
Storuthvera
Artúni
Kaupstadr
Eyjar
Hvammr
Melstadr
Hafratindar
Flatey
Stadarhóll
Saurbær
Hagi
Stalfjall
Hafrafell
Kvitá
Hvammr
Bordeyri
Hrútafj.
Hrútafell
Lundar
Hjardarholt
Midhraun
Midhraun
Hlödufell
Blafell
Kerlingar
Palsfjall
Jökull
Örafa J.

37. Iceland.

Apart from the British vessels trading with Iceland and the summer cruisers of the German Hamburg and America line and the Nord-Deutsche Lloyd (which usually allow too brief a stay in the island), the Danish steamers are the most satisfactory for those who desire to see the Geysirs and Hecla (10 days) or to take the excursion from Akureyri to the Mývatn (8 days). These steamers, starting from Copenhagen, and calling at Leith, belong to the *Forenede Dampskibsselskab* (Kvæsthusgade 9; 26 voyages annually: return-fare within six months 115 kr.; food 4 kr. per day extra) and the *Selskab Thore* (Havnegade 43; 33 voyages; 115 kr.; food 2½ kr. daily). Those who wish to visit the N. coast of the island may take their passage in one of *O. Wathne's Arvinger's* vessels (Niels-Juls Gade 15; 22 voyages; 100-120 kr.; food 3 kr. per day). Time-tables should be asked for by post-card beforehand.

The only suitable season for this tour is July and August, and even then winter clothing and strong waterproofs with hoods are desirable. For travelling in the interior, where rivers have to be forded on horseback, high boots and leathern leggings will be found useful. Other requirements may be bought at Reykjavík (p. 247). Danish money, the currency of the island, may either be brought from Copenhagen or got at Reykjavík in exchange for circular notes or gold. The traveller's expenses at Reykjavík need not exceed 8-10 kr. per day, but in the interior they will amount to 25-30 kr.

English and German are spoken at the tourists' office, by some of the shopkeepers, guides, and others; Danish is spoken at the seaports and by the educated classes, but in the interior of the island Icelandic only. Note that *á* is pronounced like the English *ow* (in *now*); *é* and *e* after g or k like *yea; i* and *ý* like *ee; i* after g or k like *ji; ó* and *á* like long *o* and *oo; u* like the short French *u; au* something like *oi; æ* and *œ* like *i* (in *ice*); *ei* and *ey* like long *ayee* (in *payee*); þ like sharp *th*, in *thin*; ð like flat *th*, in *this* (spelt on the map *th* and *d* respectively); *rn* and *nn* something like *ddn; ll* like *ddl; f* before l or n like *b; hv* somewhat like *kv*. — Note also the geographical terms: *fjörður*, fjord; *fjall*, pl. *fjöll*, mountain; *fell*, rocky slope; *á* or *ájót*, river; *lækur*, brook; *vatn*, lake; *jökull*, glacier.

Books. *Thóroddsen's* 'Island' (with four maps, Gotha, 1906; 22 marks), and 'Zur isländischen Geographie' (Landeshut, 1903; 1½ marks) in German by *R. Palleske*; *Guðmundsson's* 'Iceland at the beginning of the 20th cent.', German by *R. Palleske* (Kattowitz, 1904, 6 marks); *Herrmann's* 'Island' (Leipzig, 1907; 11½ marks); *W. Bisiker's* 'Across Iceland' (London, 1902); *Poestion's* 'Island' (Vienna, 1885; 10 marks); Lock's Guide to Iceland (Charlton, 1882). — Maps are scarce. The best is still *Björn Gunnlaugsson's* 'Uppdrattur Íslands' (1 : 480,000; Reykjavík and Copenhagen, 1844). More recent are *Thóroddsen's* 'Uppdráttur' (1 : 600,000; Copenhagen, 1900) and his Geological Map of Iceland (1 : 600,000; Copenhagen, 1901).

The island of *Iceland* extends between 13°30′ and 24°30′ W. long. and 63°24′ and 66°33′ N. lat. (that is, to the Arctic Circle), and is 40,457 sq. M. in area (about a third of the island of Great Britain). It is composed almost entirely of recent volcanic rocks (basalt; liparite, with veins of obsidian and deposits of pumice-stone; tufa, palagonite, etc.). The W., N., and E. coasts are deeply indented with fjords like the coast of Norway, while the line of the S. coast is less broken. In the interior are lofty table-lands, with vast expanses of lava, sand, and glaciers, rent by profound fissures, and culminating in ice-clad volcanic peaks 6000 ft. or more in height. On the W. side of the island are several older tertiary

strata of brown coal, indicating that the climate was once warmer than now. The volcanic nature of the island sometimes manifests itself with great violence. Thus, in 1875, the *Dyngjufjöll* near the Askja threw up many hundred million cubic fect of ashes, which the wind wafted as far as Norway. The most active volcano is *Mt. Hecla* (p. 252). The largest crater, since 1875, is that of the *Askja*. In 1783 the *Laki* developed a whole series of eruptive cones in a cleft about 65 ft. long. Warm and hot springs abound, the best known of which are the *Geysirs* (p. 251). The immense glaciers, notably the *Vatnajökull* (3090 sq. M.), mostly in the S. half of the island, are far more extensive than the Norwegian (comp. p. xxxii). In every direction, especially to the S. W., they send forth copious streams, some of which descend in superb falls over the various stages or terraces of the landscape. After a wild career and frequent changes of channel, these streams descend to the sea between broad deposits of detritus. Inundations are most destructive during volcanic eruptions, when the steam and hot ashes melt the ice.

On the S. and W. sides of the island the climate is influenced by the gulf-stream, and on the N. and E. by the Arctic currents, which bring icebergs. The conflict of warm and cold winds often causes violent storms and heavy rains. Even in summer snow is not uncommon. In the S. part of the island (Reykjavík) the mean temperature of the year is 40° Fahr., that of summer 55°; in the N. part (Akureyri) 37° and 52° respectively. About midday in summer the thermometer sometimes rises to 85° or more, and towards evening falls nearly to the freezing-point. The atmosphere is remarkably clear (comp. p. 211); towards the end of summer snow-mountains are sometimes visible at a distance of 150-200 Kil. The only habitable parts are the coast and a few sheltered valleys where scanty grass and stunted birches are the only vegetation.

Iceland was first peopled in 874-930 by Norse nobles who refused to recognise the kingship of Harald Haarfager (p. xli). In 1262 it was annexed to Norway, and in 1380, together with Norway, it fell under Danish domination. While still a Danish possession, it has always enjoyed considerable independence. According to the constitution of 1874, amended in 1903, the king shares the legislative power with the Althing, or miniature parliament. The upper chamber has fourteen members, six nominated by the king and eight by the lower chamber; the lower is composed of 26 members popularly elected. Since 1904 the island has had its own executive in a responsible ministry established at Reykjavík. The national Lutheran church is presided over by a bishop. All education is free. The population numbers nearly 83,000. The chief industry is fishing, the yield of which is economically important for many parts of Europe; and next to fishing comes sheep-breeding. Trade has recently made great progress. The Icelandic

language (comp. prefatory note to language appendix), akin to Anglo-Saxon, retains its mediæval N. Germanic character. It was in Iceland that early Norse literature attained its prime (p. xliv). Modern Icelandic literature has also its distinguished representatives.

The **Voyage to Iceland** from Copenhagen takes 9-11 days, from *Leith* 2½ days less. From Leith we steam down the broad *Firth of Forth*, skirt the Scottish coast, sighting the towers and spires of *Aberdeen* as we pass, and then steer through the *Pentland Firth* and past the W. side of the *Orkneys*, or between them and the *Shetland Islands*. In two days from Leith we reach the picturesque *Färöer*, or *Faroe Islands*, which belong to Denmark. They are of volcanic origin, with bold hills and deep creeks, and have 16,350 inhab. engaged in fishing and sheep-farming. The steamer touches at *Thorshavn*, the port of the *Strömö*, the central and largest of the group. Passengers may land here for a few hours.

In 2-4 days more we sight the snowy and ice-clad peaks of Iceland, notably the imposing *Vatnajökull* (p. 246). Steering along the S. coast, we observe the *Eyjafjalla-Jökull* (p. 254) in the foreground. Farther on are the *Vestmanna-Eyjar* ('west-men's islands'), swarming with sea-fowl, where the steamer generally calls (950 inhab.). In windy weather great breakers are seen in every direction. Jutting out to the S. W. are the dark lava-rocks of the *Reykjanes*, a peninsula from which rise several crater-like hills, particularly the conical *Keilir* (1276 ft.), and a number of sharp-pointed peaks. We then steer N. to the broad *Faxafjord* (Faxafjörður), on the N. side of which rises the Snæfellsjökull (p. 254), and turn to the E. into the picturesque harbour of Reykjavík, with the *Akrafjall* and *Esja* on the left, and the headland of *Seltjarnanes* with the lighthouse of Grótta on the right. We pass between the islets of *Akurey* and *Effersey* (right) and the larger *Engey* and *Viðey* (left; p. 249) towards the town, above which, E., rises the conspicuous white Skólavarða tower (p. 249). Far beyond rise high mountains. Passengers are landed in small boats. No custom-house formalities.

Reykjavík and Environs.

Hotels. *Hot. Island* (Pl. a), corner of the Aðalstræti and Austurstræti; *Hot. Reykjavík* (Pl. b), Austurstræti 12: pension at both 5 kr; no spirituous liquors at the former. — *Café Skjaldbreið*, Kirkjustræti 6. — *Baths*, Kirkjustræti 10 B (40 ø.; warm shower 25, cold 15-20 ø.).

The Tourists' Office of Th. A. Thomsen, Hafnarstræti, gives information, engages guides, provides horses and vehicles for excursions, and sells all sorts of travelling requisites, oil cloths and sou'westers for rainy weather, mosquito-nets, which are needed on the lakes, rugs, preserves, and various other provisions, packing-cases lined with tin, etc.

Guides. For the interior, *Bjarni Jónsson*, a well-educated man. The oldest and best-known is *Thorgrimur Gudmundsen*, who has retired, but has a staff of younger guides under him. The guides engage horses and see to the needful equipment.

Post & Telegraph (Pl. 10), corner of Pósthús-Stræti and Hafnar-Stræti, week-days 9-2 and 4-7. Telegraph on 1st floor, 8 a. m. to 9 p. m., Sun. 8-10 and 4-5: to Denmark and Great Britain 70, to France and Germany 80 ø. per word.

Consuls. British, *Ásgeir Sigurðsson*, Austurstræti 1; also French German, and Dutch consuls.

Banks. *Landsbanki* (Pl. 6), Austurstræti, week-days 10.30 to 2.30; *Íslandsbanki*, corner of Austurstræti and Lækjargata, week-days 10.30 to 2.30 and 6.30 to 7.

Booksellers. *Sigfús Eymundsson*, corner of Austurstræti and Lækjargata (maps); *Sigurður Kristjánsson*, Bankastræti 5. — Photographs. *Árni Thorsteinson*, Austurstræti 20 (landscapes); *Pjetur Brynjólfsson*, Hverfisgata 6; *Magnús Ólafsson*, Túngata 2 (stereoscopic views). — Jewels and Antiques. *Ólafur Sveinsson*, Austurstræti 5; *Thorvaldsen's Bazaar*, Austurstræti 4.

Reykjavík ('smoky bay'), the capital and chief market of Iceland, with 10,300 inhab., lies picturesquely in a hollow between two hills on the S. bank of the Faxafjord. Most of the houses are built of timber, painted white and grey, with red roofs of sheet-iron. Most of the public buildings are built of stone. The town is the oldest settlement in the island, but only attained its present importance in the 19th cent. It is the seat of government, of the supreme court, of the bishop, and of several good schools.

The chief streets are the *Hafnarstræti*, on the quay, with its large warehouses; running W. inland the *Aðalstræti*, and E. the *Pósthússtræti*, with the post-office and the Landsbanki (see above); and parallel with the harbour is the handsome *Austurstræti*. On the grass-grown *Austurvöllur Square* rises a *Statue of Thorvaldsen* (Pl. 12), presented by the city of Copenhagen in 1874 in memory of the Icelandic origin of the great sculptor (comp. p. 403). The square is bounded on the S. by the *Cathedral* (Dómkirkja; Pl. 3), a stone edifice of 1847 with a wooden tower (containing a marble font presented by Thorvaldsen; organist, Tungata 1), and by the *Althing's House* (Alþingishúsið; Pl. 1), where the Althing or national assembly meets on 15th Feb. every second year. It contains several sculptures by Einar Jónsson, an Icelander, pictures by Danish, Norwegian, and German artists, and busts of Jón Sigurðsson (1811-79), long president of the Althing, and the poet Bjarni Thórarensen (1786-1841). — On the E. side of the square is the *Theological College* (Prestaskóli; Pl. 11).

In the E. quarter are the *Government Building* (Landshöfðingjahús; Pl. 7); the *Medical School* (Læknaskóli; Pl. 5; but as it lacks a gynæcological clinique, supplementary studies in Copenhagen are prescribed; so, too, lawyers, philologists, and scientists are trained at Copenhagen); the *Gymnasium* (Pl. 8); and the large *National School* (Barnaskóli; Pl. 2).

In the Hverfisgata, at the E. end of the town, is the *Museum* (Safnahúsið), containing mostly Icelandic antiquities, and affording a survey of the art-industrial efforts of bygone ages: church-vessels, gold and silver trinkets, specimens of printing, coins, woven and embroidered tapestry, woven ribbons (an ancient industry

Geograph. Anstalt von Wagner & Debes, Leipzig
Faxa
Fjördr
Gardar
Akrafjall
Reynivellir
Armannafell
Burfell
Saurbaer
Esja
Brautarholt
Skalafell
Videy
Thingvallavatn
Mosfell
REYKJAVIK
Gufunes
Bessastadir
Gardar
Utskalar
Hafnarfjördr
Vifilsfell
Keflavik
Njardvik
Kirkjuvogr
Thordarhofn
Fugradalsfjall
Keilir
Geitafell
Kalfatjörn
Helgafell
Hvalsnes
Reykir
Ingolfsfjall
Ölfusvatn
Hellisheidi
Skalafell
Hjalli
Arnarbali
Kaldadarnes
Hraunsholt
Strandar Kirkja
Eyrarbakki
Stokkseyri
Gaulverjabaer
Selvogsheidi
Herdisarvik
Krisuvik
Thorlakshöfn
Hraunsholt
Hraungerdi
Laugardalir
Ulfljótsvatn
Burfell
Klausturhólar
Middalr
Thingvellir
Almannagjá
Laugarvatn
Apavatn
Thorastadir
Byardarhnúka
Uthlid
Laugarfjall
Bjarnarfell
Haukadalr
Geysir
Skjaldbreidr
Gullfoss
Tungufell
Hrepphólar
Brúni
Vatnafell
Burfell
Storinupur
Thjórsárholt
Galtalækr
Skarð
Hekla
Torfa Jökull
Storalda
Skardsfjall
Oláfsvellir
Storu Vellir
Haga
Selsundsfjall
Vatnafjall
Marteinstunga
Thjódolfshagi
Selsund
Arbær
Reydarvatn
Keldur
Reynifell
Tindafjalla Jökull
Thrihyrningr
Storólfshvoll
Teigr
Breidabólstadr
Fitjarmúli
Eyvindarmúli
Eyjafjalla Jökull
Vodmulastadir
Sidhuvik
Kross
Holt
Steinar
Skógar
Eyvindarholar
Markarfljót
Thjórsá
Hvítá
Ölfusá
Laxá
Brúará
Sog
Lava
Varme Kilder og Solfatarer
REYKJAVIK
1:25.000
Meter
Battarud
Klöpp
Spitali
Tjörnin
Skolavarda
1 Althingshus
2 Barnaskoli
3 Domkirkja
4 Katholsk Kirkja
5 Laeknisskoli
6 Landsbanki
7 Landshöfdingjahus
8 Gymnasium
9 Naturhistor. Museum
10 Posthus
11 Prestaskoli
12 Thorvaldsen

which also existed in Asia and Egypt), carved furniture, etc. The same building contains the *National Library* (70,000 vols. and 6000 MSS.; week-days 12-2 and 6-8) and the *State Archives*.

The *Nat. Hist. Museum* (Náttúrugripa-Safnið; Pl. 9), Vesturgata 10, contains Icelandic minerals and birds, etc.

The following good points of view may be noted. The *Cemetery*, to the S. of the town, on the W. bank of the little lake *Tjörnin;* the *Sailors' School* (Sjómannaskóli) on the hill W. of the town, recognisable by its mast; the '*School Tower*' (Skólavarða) on the E. hill. From the two last-named points we survey the town and the fjord between the massive Esja (2061 ft.) and the abrupt Akrafjall (1194 ft.). To the N., beyond the Faxafjord, towers the great snow and ice-clad Snæfellsjökull (p. 254); and S.W. lies the peninsula of Reykjanes with the pointed Keilir (p. 247).

Excursions. To the *Hot Springs* (Laugar) on the small peninsula of *Laugarnes* 1 hr. (horse 3, seat in a carr. 2 kr., there and back). We follow the Laugavegur (see Plan), and after about $^3/_4$ hr. take the second road to the left. The boiling-hot water, smelling strongly of sulphur, is collected in two oblong basins and used for washing linen. At the end of the peninsula is a large *Lepers' Hospital*, to which medical men only are admitted. — A more interesting excursion is to the wild *Lava-field* (Hraun) of *Hafnarfjörður* (2 hrs'. walk or 1 hr.'s ride. We leave the town by the Skólavörðustigur (see Plan), and follow the lonely and hilly road, crossing several bridges. Farther S. is the charming little seaport of *Hafnarfjörður* (Inn). — A pleasant row may be taken to the islands of *Engey* and *Viðey* (p. 247), to see the nesting-places of the eider-ducks and sea-swallows.

Farther distant (on horseback, with guide) are the *Tröllafoss* in the wild Esja Mts. (8-10 hrs., there and back; also *Krísuvik* on the peninsula of *Reykjanes*, in a bleak volcanic region, with numerous mud and sulphur-springs (two days).

From Reykjavik to Thingvellir, the Geysir, the Gullfoss, and Mt. Hecla.

Ten days (or to Thingvellir and the Geysir region only, 5 days), with guide (see p. 247), who engages ponies (shaggy and hardy animals): two for himself, two for each traveller, one for baggage, and one spare pony. The guide's fee is 6 kr., each pony's hire 3 kr. per day. Provisions should be taken for the lunch or midday meal (the requisites for which are to be had at the tourists' office, p. 247), but inns as far as Geysir supply breakfast and supper. Beyond Geysir quarters are, as a rule, gladly offered at parsonages or farm-houses, where coffee, milk, bread, and butter, often salmon and trout, but rarely eggs and mutton, are to be had. For this fare the usual charge is 2-2½ kr., and for the pasturing of each pony 15-20 ø.

A visit to the great lava cavern of *Surtshellir* on the *Eyriksjökull* is very trying. From Thingvellir (p. 250) 13 hrs.' ride to the lonely gaard *Kalmanstunga;* thence 2½ hrs. more to the entrance. The cavern, nearly

a mile long, 18-20 yds. wide, and 36-40 ft. high, contains in its inmost recesses magnificent ice-formations (best seen by acetyline lantern). We may then return W., by gaard *Arnarholt*, to the port of *Borgarnes* on the *Borgarfjord* (1½ days), and thence by boat to Reykjavík.

First Day (7-8 hrs.; driving practicable). The Laugavegur leads, beyond the road diverging to the hot springs (see above), in about 1 hr. to the *Elliðaá*, the two arms of which we cross by bridges. We ascend past several small lakes. To the left is the *Rauðavatn* with a small plantation and a new inn. We now leave the road, which leads to the right, over the Hellisheiði to Reykir (p. 253), and turn to the left, across the stony waste of the *Mosfellsheiði*, 1 hr. long; in 5-6 hrs. we sight the *Thingvallavatn*, the largest lake in Iceland. Then a sudden descent into the wild **Almannagjá**, a gorge 16-22 yds. wide, with basaltic sides rising 40-100 ft. high on the right and left. At its exit we cross the Öxará, the feeder of the Thingvallavatn, and reach the plain of Thingvellir and the new inn of *Valhöll* (bed 2, meals 3/4-3 kr.).

Second Day. The **Thingvellir**, the meeting-place of the assembly (þing; comp. Engl. husting, tithing, etc.) of the free men of Iceland in the 10th-13th cent., is also of geological interest. The plain, where, towards the lake, not far from the inn, are the church and parsonage of Thingvellir, extends about 10 Kil. N.E., and is 10 Kil. in breadth. Its origin is due to a great subsidence, the central part between the Almannagjá and the Hrafnagjá having been detached and levelled by volcanic action. The lines of severance are distinctly traceable at both the gorges. More than one subsidence has probably taken place, as a further depression of 4 inches was observed in 1789. We may return on foot to the Almannagjá to examine it more closely. Below the bridge the Öxará dashes through the E. side of the gorge. Above it the river forms a deep basin, the *Drekkingarhylur*, in which according to tradition faithless wives used to be drowned. Remains of stone huts at the foot of the E. bank of the Almannagjá ('all-men's gorge'), and on both sides of the stream towards the lake, are said to have housed the freemen attending the Thing. In the N.W. part of the gorge are places where we may climb down to get a near view of the superb fall of the river. — A few hundred paces E. of the inn are two other narrow gorges, the *Nikulásargjá* and the *Flosagjá*, each with its stream. These gorges unite to the N. and enclose a long lava-rock, once supposed to be the *Lögberg* ('law-hill'), whence the laws were proclaimed to the assembled people. — The *Hrafnagjá*, a gorge 1 hr. E. of the Almannagjá, is less deep, but in part no less wild. At the top its sides are connected by a natural bridge of rock.

Third Day. The rough road goes on a little further. On the left, N.W., rise the *Botnssúlur* (3609 ft.); then N. the *Armannsfell*, the *Skjaldbreiður* (3445 ft.), and the *Hlöðufell* (3937 ft.), near which are the *Tindaskagi* and the *Hrafnabjörg*; on the right, beyond the Thingvallavatn, S., is the *Hengill* (2530 ft.), with steaming

sulphur-springs on its slope. In 1 hr. we come to the Hrafnagjá, mentioned above. The rude bridle-path now ascends a wildly fissured old lava-stream, to a height of 520-560 ft., and after 1 hr. passes the *Tintron*, a curious crater, 5 min. to the left. In 1 hr. more the path begins to descend the *Lyngdalsheiði* to the green plain of *Laugarvatnsvellir*, where the horses are usually rested. On the left is a cave, above which tower the jagged *Kálfstindar*; on the right is an old-fashioned pen for mustering the sheep. The path, now better, is nearly level for 1 hr., and affords a fine view: in front are the two lakes *Laugarvatn* (with several hot springs on its banks) and *Apavatn*; far off rises the steam of the hot springs Reykjahver and Reykholtshver; S. E., in clear weather, is seen the snow-clad Mt. Hecla (p. 252); then the Tindafjallajökull, the Thríhyrningur, and the Eyjafjallajökull (p. 254). We next descend into the picturesque *Laugardalur* and follow it, past (3 hrs.) gaard *Laugarvatn* (right) and the church of *Miðdalur* (left). We again mount rapidly and follow the slopes of the *Laugarfjöll*, clothed with birch underwood, to the *Brúará*, which plunges in a superb fall over fissured lava-rocks. We cross the river by a bridge. Passing gaard *Úthlíð* (right) and the *Bjarnarfell* (left), and rounding the S.W. slope of the *Laugafjall*, we at length reach (2 hrs.) the new inn, about 200 paces S. of the Geysir (bed 2, meals 2-2½ kr.).

Fourth Day. We visit the **Geysir** and the other hot springs near it. The Geysir (old Norse, 'bubbling'), mentioned as early as the 13th cent., has become a generic name for hot fountains. The phenomenon is explained by Bunsen, who explored the volcanic regions of Iceland in 1846, as due to the different temperatures of the waters accumulated in the feeders of the Geysir. The crater is quiescent as long as the cooler upper water prevents the lower from generating steam; but when the latter overcomes the pressure above, it spouts forth with violence until its source is exhausted. — The natural fountains in Yellowstone Park in California are similar.

The *Great Geysir* rises on a conical hill, composed of deposits of sinter ('geysirite'), out of a round basin about 20 yds. in diameter. The mouth of the crater in the centre of the basin is 10 ft. in diameter. After several premonitory rumblings the great jet of water bursts forth, to a height of 130-160 ft., enveloped in dense clouds of steam. These periodical eruptions are intermittent, but are most frequent after rain. The visitor must often be content to hear the subterranean thunder and the subdued gurgle of the seething waters. — Between the Great Geysir and the inn is the *Blesi*, a double basin filled with clear water. In the vicinity about a hundred other hot springs have been counted. A few paces W. of the Blesi is the *Konungshver*, a continuous hot fountain. Some 120 paces S.W. of it is the *Strokkur*, an intermittent fountain which became active in 1907 after several decades of quiescence. About 130 paces S. of the Strokkur is the so-called *Little Geysir* (Icelandic

Ótherrishola), which sends forth a jet 12-19 ft. high several times a day. The guides encourage it by blocking its narrow mouth with turf. The other springs merely bubble, or emit thin jets of steam.

Fifth Day (7-8 hrs.; local guide advisable). The route crosses (1/2 hr.) the *Tungufljót* by a new bridge. We now obtain, to the left, a fine view of the *Blátfell* and the *Långjökull* (4633 ft.), with the sharp peaks of the *Jarlshettur* (3494 ft.) in the foreground. The snow-clad summit of Mt. Hecla is distinguishable to the right. In 2 1/2-3 hrs. we reach the *Gullfoss*, one of the largest and finest waterfalls in Iceland. The copious *Hvítá*, descending from the Hvítárvatn on the N., dashes above the fall over wild fissured rocky terraces about 38 ft. high, and then plunges through a narrrow defile, flanked with basaltic rocks, into a chasm 65 ft. deep. — The stony path descends on the right bank of the Hvítá and (1 1/2 hr.) crosses the deep rushing stream by a new bridge. On the further bank lies gaard *Túngufell*. The rough path next crosses the *Minni* ('little') *Laxá*, which has to be forded, and leads up and down hill, partly through a rocky region, partly through meadow and marsh, to (3 hrs.) the parsonage of *Hruni*, halfway between Geysir and Hecla, where the night is spent.

Sixth Day (6-7 hrs.; tolerable path). Soon after starting, we pass the warm spring of *Hrunalaug* and enter a marshy tract enclosed by countless basaltic pinnacles, whence we descend into the beautiful valley of the *Great Laxá*, which we ford. We next ascend through meadows, past gaard *Hlíð*, to the handsome new gaard *Hall*, beyond which (1 hr.) we come to the ferry of *Thjórsárholt*. Here we cross the broad *Thjórsá* by boat (1 kr. each pers.; each package 50 *ø*.), while the spare ponies swim across. In warm summers the melting of the glaciers unduly swells the river, in which case we may have to go round by the Thjórsá bridge (p. 253). Rounding the S. end of the *Skarðsfjall*, crossing a broad tract of sand, passing by gaard *Leirubakki*, and over another stretch of sand, we ford the *Galtalækur* and (2 hrs.) reach gaard *Galtalækur*, where we obtain quarters for the night and a guide (5 kr.) for the ascent of Mt. Hecla.

Seventh Day (10-12 hrs.; fatiguing; start early). We ford the Galtalækur and descend an old lava-stream to the clear *Vestri Rángá*, which we also ford. Then an ascent through the birch-bushes of *Hrauntúngur*, between lava cliffs, over sand and meadow, past gaard *Næfrholt* (right), and then steeper, up the course of a torrent. We soon turn to the left, across tracts of lava and ashes, and make direct for the snow-fields of Mt. Hecla. The great lava-stream of 1845 remains on the left, and the *Red Crater* on the right. In 2 1/2-3 hrs. we come to a hollow, where we leave the ponies, and thence ascend the last and most toilsome part of the route on foot, over snow, to the top in about 2 hrs. more.

Mt. Hecla ('mantle', probably from the mists usually shrouding its summit), the best-known, though not the largest volcano in Ice-

land, rising 5108 ft. above the sea, is an oblong height with several craters, of which the great S. crater and the smaller N. crater, both generally filled with snow, are the chief. History records eighteen great eruptions from 1104 down to the present day, that is 2-3 in each century, at very various intervals. The last occurred in 1845-6. The view is magnificent in clear weather. To the W. we descry the ranges extending from Thingvellir to the Esja (p. 350); to the right of these are the conical Skjaldbreiður (3609 ft.) and the Hlöðufell (3937 ft.). To the N. towers the Långjökull (4633 ft.; 540 sq. M.), with the indented Jarlshettur (3494 ft.) and the Bláfell in the foreground; to the right is the enormous ice-clad Hofsjökull (5900 ft.; 502 sq. M.); to the N.E. stretches the immense waste of the Sprengisandur, bounded by the Súlur on the Eyjafjord. To the E., beyond the Fiskivötn, glitter the icy masses of the Vatnajökull (p. 246), with the Skaptárjökull in front; to the S. are the Eyjafjallajökull (p. 254) and the Thríhyrningur ('three horns'), while beyond the river-region of the Markarfljót, Thjórsá, and Ölfusá, we survey the boundless ocean, in which the Vestmannaeyjar look like huge floating blocks of stone. In every direction gleam silvery rivers; hot springs smoke and steam; clouds of yellow-brown dust float high above the sandy wastes; and at the spectator's feet, below the snow-region, lie the volcanic spurs of Hecla, with streams of lava and a chaos of stones and ashes. — The descent to gaard Galtalækur, our starting-point, takes about 4 hrs.

Eighth Day (9-10 hrs.). From Galtalækur we ride W. to the Scarðsfjall, and then S. through the hilly region of *Holtin*, and reach the post-road at a point $\frac{1}{4}$ hr. E. of the bridge across the Thjórsá. Close by is a small gaard where we spend the night.

Ninth Day (5-6 hrs.; good road all the way). From the Thjórsá bridge the road traverses a flat region, passes gaard *Hraungerði*, and near gaard *Selfoss* crosses the broad *Ölfusá* (or *Hvítá*) by a bridge. Rounding the E. base of the volcanic *Ingólfsfjall* (1785 ft.), we cross the flat district of *Ölfus* to *Reykir*, where we pass the night. Near it are several hot springs, which we may visit in the evening.

Tenth Day (7-8 hrs.). The road ascends in many windings, and then crosses the broad lava-clad *Hellisheiði*, 1 hr. broad. from the E. slope of which we obtain an extensive view. S. to the Vestmanna Islands, and E. as far as the Eyjafjallajökull. We descend past gaard *Kolviðarholl* (right; rfmts.) and then cross another lava-stream, 1 hr. broad. A little beyond gaard *Lækjarbotnar* (left) we reach the road (p. 250), and in 3 hrs. more regain Reykjavík.

A visit to the 'South Land', combined with the above route, takes five days more. It requires reliable ponies, waterproof leggings, a steady head, and much strength and power of endurance. Giddy heights have to be scaled, and broad, wild torrents have to be forded daily. First Day: from Galtalækur (p. 252) to gaard *Reynifell*, and then across the *Thríhyrningshalsar*, with fine views, to gaard *Barkarstaðir* (a region where the scene of the Njál-Saga is laid), 9-10 hrs. — Second Day: through the many arms of the *Markarfljót*, with a visit to the wild rocky region of *Thórsmörk*, to gaard

Eyvindarholt, about 10 hrs. — Third Day: to the great waterfalls *Gljúfrafoss* and *Seljalandsfoss*, and then along the picturesque slopes of the *Eyjafjallajökull* (5594 ft.) to the parsonage of *Holt*, 3-4 hrs. — Fourth Day: Excursion past the *Skógafoss*, the *Kvernárfoss*, and the *Dólufoss*, to the *Mýrdalsjökull* and the rushing *Jökulsá*; there and back 7-8 hrs. — Fifth Day: back to the Seljalandsfoss, and thence, with a local guide (4-5 kr.), through the broad streams *Markarfljót*, *Fauski*, *Atar*, *Affal*, and *Thverá* to gaard *Stórólfshvoll*. 7-8 hrs. — Sixth Day: we ford the *Eystri Rángá*, and at *Ægissíða* ford the *Vestri Rángá* to the gaard on the *Thjórsá* (p. 253), 8 hrs.

W. and N. Coast. From Akureyri to the Mývatn.

Apart from the tourist-steamers, the best for this excursion are those of the Forenede Dampskibs-Selskab (p. 215) which steer from the Färöer to the E. coast of Iceland (stations *Eskifjord* and *Seyðisfjord*), and then along the N. coast (stations *Húsavík*, *Eyjafjord* or *Öfjord*, *Siglufjord*, and *Sauðárkrók*), and lastly reach the W. coast (*Ísafjord*) and Reykjavík. The other coasters, six yearly in each direction, circumnavigating the whole island in 3·5 weeks, touch at about 70 trading-stations, but, even in summer, their course is sometimes impeded by floating ice.

The steamers plying N. from Reykjavík steer across the *Faxafjord* towards the W. point of the peninsula of *Snæfellnes*, on which rises the solitary ice-clad *Snæfellsjökull* (4711 ft.), an extinct volcano of imposing form, recalling Mt. Vesuvius. At its S.E. base, near *Stapi*, are several curious little basaltic cones. We next cross the broad *Breiðifjord*, bounded on the N. by a peninsula, which is connected with Iceland by a narrow isthmus on the N.W. side. Of all the coast-hills here the highest is the *Stálfjall* (2208 ft.). The grandest part of the voyage begins beyond cape *Bjargtangar*. Fjord succeeds fjord. Dark walls of columnar basalt, furrowed with snow-filled crevices, rise sheer from the breakers at their foot. In the inner recesses of the fjords, however, the eye is often greeted with smiling green strips of coast, with their little settlements. The largest of these fjords is the *'Isafjord* or *'Isafjardardjup* ("ice-fjord-deep"), into which the tourist-steamers usually steer. In a bay here lies *'Isafjörður*, with 1650 inhab., the chief port on the W. coast. On the many inner branches of the fjord are numerous hamlets. To the N.E. rises the *Drángajökull* (2920 ft.). On quitting the 'Isafjarðardjup we see on the right the *Jökulfirðir*, the E. branches of which extend to the Drángajökull.

The northmost point of the peninsula is *Cape Horn*. The tourist-steamers from Bremen and also, in unfavourable weather, those from Hamburg go from this point direct to Spitzbergen. The latter, weather permitting, steer E., passing the broad *Húnaflói* fjord and the *Skagafjörður*, to the Eyjafjörður. At the N. of the peninsula between these two last fjords is a picturesque little bay called the *Siglufjörður*, with some forty houses and a parsonage, an important herring-fishing port, where many Norwegian vessels call.

The *Eyjafjörður*, Danish *Öfjord* ('island fjord'), 15 Kil. wide at its mouth, extends inland, to the S., for 60 Kil. On the E. side rises the snow-clad *Kaldbakur* (3809 ft.). The island of *Hrísey* lies to the right. On both banks rise dark basaltic cliffs. Most of the

hamlets and gaards are on the W. bank; at the mouth of the *Hörgá* we observe the church of *Möðruvellir*, which occupies the site of an Augustinian monastery, founded in 1295 and dissolved in 1546. Near the head of the fjord lies —

Akureyri (*Akureyri Hot.*, kept by Vigfús Ligfússon, good), the chief station of the Iceland herring-fishery, with 1800 inhab., a church, hospital, commercial school, little theatre (Leikhús), public library, etc. The town lies on a height covered with potato-fields; most of the houses have gardens with flowers and vegetables. In the upper street we observe three evergreen oaks. Fine view from above the church. On the N. side the harbour is protected by a tongue of land, on which lies the little suburb of *Oddeyri*, with its train-oil boilery. The fjord is discoloured by the brown mud of the *Eyjafjarðará*, which falls into it 2 Kil. to the S.

The Hamburg tourist-steamer leaves Akureyri after a short stay, passes the island of *Grímsey*, where it crosses the Arctic Circle, and steers for Spitzbergen (p. 257).

One of the finest parts of Iceland is the district of Thingeyjar Sýsla, lying to the E. of Akureyri, remarkable for its picturesque scenery and its grand volcanic character. To explore it takes eight days. Jón Tómasson is commended as a guide. As there is no bridge across the Eyjafjarðará, it is best to order ponies on the E. bank of the fjord, to which we cross by boat.

First Day. We ride up the *Váðlaheiði* (2326 ft.), obtaining a fine view of the fjord with the sea beyond, and then descend into the valley of the *Fnjóská* (Fnjóskárdalur). By the parsonage of *Háls*, a little off the road, is the birch-grove of *Hálsskógur*, fenced in to keep out the cattle. We ford the stream and descend to the lake and gaard of *Ljósavatn* (good quarters). Near this the Skjálfandafljót forms the (20 min.) **Goðafoss**, 19 ft. high, a waterfall of horseshoe shape.

Second Day (5-6 hrs.). We cross the river by a bridge near the Goðafoss, and ascend a little way on the right bank; then turn E. and cross the hill of *Fljótsheiði* into the *Reykjadalur*, with gaards *Einarsstaðir* and *Breiðumýri*, which also afford night-quarters. Fording the river to its right bank, we next cross a moor to the valley of the *Laxá* (Laxárdalur) and *Halldórsstaðir*, and ride up-stream to gaard *Hellurað* near the S.W. bank of the **Mývatn** ('midge-lake'; 423 ft.), a lake of 10½ sq. M. and 16-22 ft. deep, in a bed of basaltic lava. The Mývatn forms the volcanic centre of the whole island. All around are great and small craters, recalling a landscape of the moon, which have been explored by many geologists. Across the lake, with its numerous creeks and islands, haunted by countless water-fowl, we have a grand view of the mountains to the E., where the *Hverfjall* (1582 ft.), the ring-shaped wall of a huge crater, dominates the landscape, with the Námafjall rising to the N. of it

(see below). We next ford the Kráká, which falls into the lake, and reach the parsonage of *Skútustaðir*, with a school and a small court-house, where we pass the night.

Third Day (3-4 hrs.). The rough road skirts the E. bank of the Mývatn, passing curiously shaped lava-cliffs and masses of rock, notably by gaard *Kálfaströnd*, where the dark stone is pleasantly relieved by meadows and birch-underwood. On the N.E. bank are the church and gaard of *Reykjahlið* (958 ft.; good quarters). We may row to the pretty island of *Slúttnes*, the home of countless water-fowl. It belongs to the owner of *Grímsstaðir*, a gaard 3/4 hr. from Reykjahlíð, who collects the eggs (and prohibits shooting). Good fishing in the lake (trout and salmon-trout, often dried for keeping).

Fourth Day (7-8 hrs.). From Reykjahlíð we ascend E. (fine view of the lake behind) through the *Námaskarð* (Náma, 'sulphur-spring'); on the right rises the *Námafjall* (1634 ft.), the slope of which is full of sulphur-springs. The rocks present a striking variety of bright colours, and the air is pervaded with sulphurous fumes. Crossing the *Mývatns-Öræfi* ('wilderness'), and passing some old craters (*Hlíðarfjall*, 2592 ft.; *Karfla*, 2717 ft.), we next descend into the valley of the *Jökulsá* (Jökuldalur). In 4-5 hrs. we come to the **Dettifoss** (998 ft. above the sea), whose cloud of spray is visible from afar. The Jökulsá plunges sheer over a basaltic cliff 352 ft. high. Below the fall the river dashes wildly through a gorge 330 ft. in depth. The rough path, partly over loose stones, leads in 3 hrs. more to gaard *Svínadalur* (rustic quarters; milk and coffee only).

Fifth Day (9-10 hrs.). We follow the left bank of the river, passing the curious basaltic *Hljóðaklettar* ('echo cliffs'), and gradually descend to the delta-like plain at the mouth of the Jökulsá. By a bridge, over which the road to Skinnastaðir leads to the right, we turn to the left to gaard *Ás* and the valley of **Ásbyrgi**, a hook-shaped gorge 4-5 Kil. long, produced by an earthquake. In this sheltered nook, with banks 200-330 ft. high, thrives a vigorous growth of trees; and there is a distinct triple echo which may be tested. The digression takes about 20 min. — The route now leads across the green river-plain, enlivened with farms and cattle, to gaard *Víkingavatn* (good quarters). The little lake is separated from the *Axarfjord* by a narrow strip of land only. Water-fowl abound.

Sixth Day (6 hrs.). The route leads W., past the base of the *Túnguheiði*, and across the dreary *Reykjaheiði*, becoming at length a good road, to **Húsavik** (Inn), a pleasant little trading-village of 450 inhab. on the bay of *Skálfandi*, and the seaport for the sulphur won in the vicinity.

Seventh Day (7-8 hrs.). From Húsavík we next cross the broad alluvial plain of the *Laxá* to (1 hr.) the large and handsome gaard *Laxamyri*, whose owner derives a good income from the salmon-fishery and the gathering of eider-down. Ascending on the bank of the Laxá, we pass a series of hot springs, notably the *Uxahver*

('ox-spring'), which every 5-10 min. sends up a jet of 33 ft. in height. The owner of the neighbouring gaard *Reykir* uses the warm water for irrigating his potato-fields. Where the road descends we enjoy an extensive view of the river with its many islands. About $3^1/_2$-4 hrs. from Laxamýri, we cross the river by a bridge. (The road on the right bank leads to Grímsstaðir and Reykjahlið, p. 256.) The river is divided into two arms, the eastmost of which forms a picturesque fall *(Brúarfoss)* above the bridge. On the W. side of the island a second bridge crosses to the left bank, where we reach the church and parsonage of *Grenjaðarstaður*. Thence to Einarsstaðir (p. 255) 1 hr. more.

Eighth Day. Back to *Akureyri* (p. 255) by the way we came.

38. Spitzbergen.

From Hammerfest to Spitzbergen about 750 Kil., Steamboat in $1^1/_2$-2 days, but no regular service. The chief Tourists' Steamers are those of the Hamburg-America line, of the N. German Lloyd (stay 2-4 days), of the Bergen and Nordenfjeld Co., and of Brothers Bade at Wismar (stay 4-5 days). Fog sometimes prevents landing. Winter-clothing advisable, though it never freezes in July, and seldom in August. Excursionists should be strongly shod.

Books. *Conway*, First crossing of Spitzberg (Lond. 1897) and With ski and sledge over Arctic Glaciers (Lond. 1898); *Wegener*, Zum ewigen Eise (Berlin, 1897); *Guttmann*, Führer für Spitzbergen (Berlin, 1899).

About halfway between the Scandinavian mainland and Spitzbergen, in 74° N. lat., lies *Bear Island*, culminating in *Mount Misery* (1759 ft.), discovered by Willem Barents, a Dutch navigator, in 1596. The island is the station of a whaling company. It possesses rich seams of coal, and is enlivened with countless Arctic sea-fowl. The 'bird-rock' on the S. side of the island is perhaps the largest colony of its kind in the Arctic regions.

On the second day from Hammerfest the steamer is off the S. cape (76° 26′ N. lat.) of the W. or main island of **Spitzbergen**, which was also discovered by Barents. We skirt the W. coast, where the *Hornsundstind* (4692 ft.) rises picturesquely, pass the mouth of *Bell Sound*, and enter the *Isfjord* or *Ice Fyord*, the largest inlet on this coast, running deep into the land. Guarding its entrance on the N. rises the *Dødmand* ('Dead Man'; 2500 ft.), E. of which opens *Safe Haven*, with its superb glaciers. Other peaks and glaciers, all ending in abrupt slopes, are seen as we proceed. The N. shore of the fjord, like the greater part of the W. coast, consists of primitive granite and gneiss, its Alpine formations presenting a contrast to the gently sloping S. shore, which belongs to a later (miocene) period.

The steamer passes *Green Harbour* and *Coal Bay*, and drops anchor in *Advent Bay* (78° 13′ N. lat.). On the shore are several workmen's houses, belonging to an English and an American company who began in 1905 to work the coal-mines in the vicinity. On a height are the remains of a clay-hut erected in Oct., 1895, by four

Norwegian reindeer-hunters, who were prevented by early ice-drift from leaving the island, while two graves remind us of the hardships of the Arctic winter. The sun shines here for four months in summer. The Gulf Stream, which washes the W. and part of the N.W. coast of West Spitzbergen, softens the climate. The snow melts to a height of 1300-1600 ft. above the sea, while flowers, ferns, moss, and lichen thrive remarkably well.

Excursions. To *Mt. Augusta Victoria*, with its broad glacier, and back, 3-4 hrs. — To the *Bird Hill*, N.W., and back, 5-6 hrs. — To the plateau of the *Nordenskjöldsberg* (2300-2600 ft.), where fossil plants are found, and back, 8-10 hrs.; to the top several hours more; view over the icy and snow-clad interior of W. Spitzbergen. — By rowing-boat to *Advent Bay Valley* (20-24 hrs.), abounding in reindeer and Arctic foxes. — By rowing-boat to *Sassen Bay*, the eastmost bay of the Ice Fjord, another region affording sport (3 days, if the wind be favourable). — Round the Ice Fjord, passing Sassen Bay, with the *White Peak* (2602 ft.) on the N., and *Cape Thordsen*, with the so-called Nordenskjöld House, where a number of Norwegians perished in the winter of 1872-73. (The Swedish polar expedition under Nordenskjöld spent that winter at Mussel Bay, on the N. coast.) We return by the W. bank of the fjord (one day).

A fine cruise of 3 days may be taken to the N. along the W. coast of W. Spitzbergen. We steer through the shallow sound separating the island of *Prince Charles's Foreland* from the main island (large steamers keep outside), and past *King's Bay*, with the *Tre Kroner* (4018 ft.) in the background, protruding from an expanse of ice, and then past *Cross Bay*, also environed with glaciers, and the *Seven Ice Mountains*, to *Magdalene Bay*, perhaps the grandest of the smaller fjords in Spitzbergen. Thence we pass through the *Dänen-Gat*, between *Danes' Island* and *Amsterdam Island*, to *Virgo Harbour*, on *Smeerenburg Sound*. On Danes' Island is the house of Mr. Pike, from which the Swedish explorer S. A. Andrée ascended in his balloon on 11th July, 1897, and where the American Mr. Wellman has lately been preparing for a new ascent. On the E. bank of the Smeerenburg Sound rise jagged mountains and huge glaciers. On the W. are the flat shores of Amsterdam Island, the site in the 17th cent. of the Dutch whaling station of *Smeerenburg*. The fishery was so productive that this place was regarded as no less important than Batavia in Java, and attracted thousands of fishermen in summer. By order of the Queen of Holland, the scattered bones from the graves of that period were buried anew under a cairn of stones.

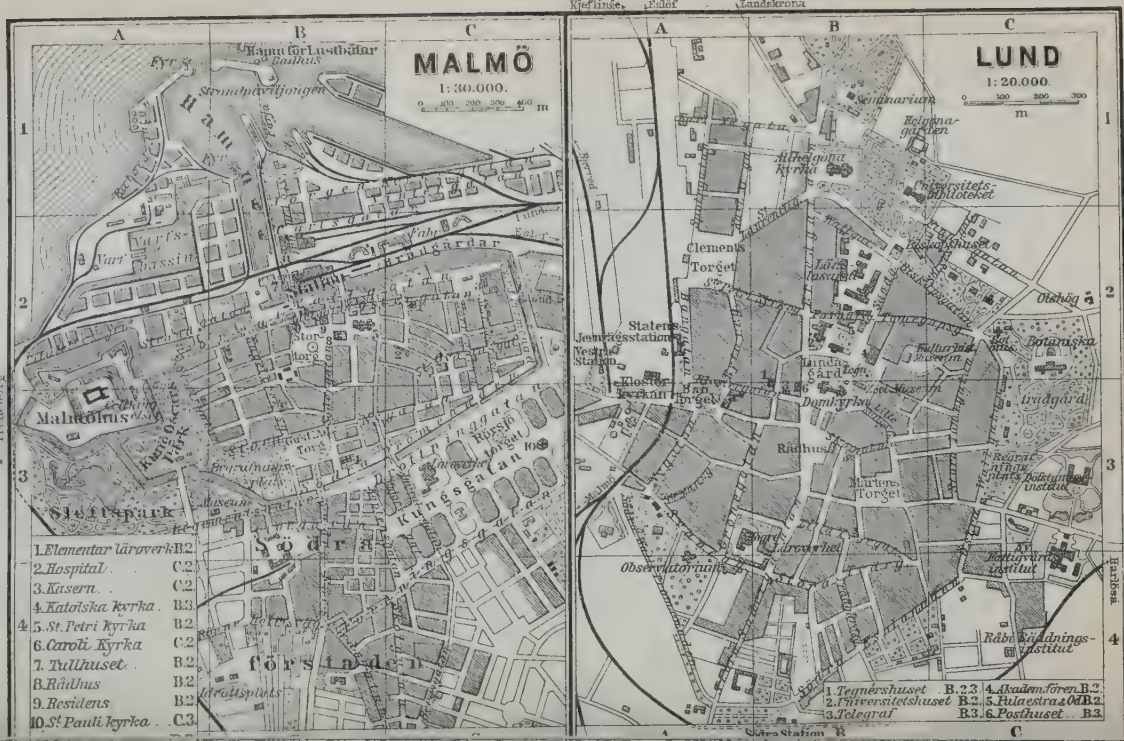
The Norwegian tourist-steamers and those of Messrs. Bade continue their voyage further N. We thus get a view of the eternal Arctic ice, sometimes of walruses, rarely of polar bears, which retire in summer to the bays of the Hindelopen Strait.

Route		Page
39.	**Malmö and Southern Skåne**	260
	From Malmö to Trelleborg; to Ystad; to Cimbrishamn; to Genarp 262-263.	
	From Ystad to Skifarp, Eslöf, Brösarp, St. Olof 263.	
40.	From Malmö by Lund to Nässjö (and Stockholm). .	263
	From Hessleholm to Christianstad, to Markaryd, and to Veinge 266. — From Vislanda to Halmstad; to Karlshamn and Karlskrona 266.	
	From Eslöf to Christianstad	267
	From Christianstad to Karlshamn; to Hästveda 267.	
41.	From Alfvesta by Vexiö to Karlskrona and Kalmar. Öland.	268
	From Vexiö to Asheda; to Ronneby 268.	
	From Kalmar by Oskarshamn to Nässjö or Linköping	271
42.	**West Coast from Malmö to Gotenburg**	272
	a. From Malmö to Engelholm and to Helsingborg .	272
	b. From Copenhagen to Helsingborg. The Kullen .	273
	From Helsingborg to Hessleholm; by Vernamo to Jönköping 275.	
	c. From Helsingborg by Engelholm to Gotenburg .	275
	From Halmstad to Nässjö 276. — From Varberg to Borås and Herrljunga 277.	
43.	**Gotenburg**	278
	From Gotenburg to Säro, to Boras, and to Alfvesta 283; by Skara to Gössäter 283.	
44.	From Gotenburg to Venersborg. Trollhättan. Lake Venern. W. Göta Canal	283
	From Venersborg to Herrljunga 286.	
45.	From Gotenburg to Katrineholm (and Stockholm) .	289
	From Stenstorp to Hjo and to Lidköping 290.	
46.	From Nässjö to Jönköping and Falköping	291
	From Jönköping to Vireda 292.	
47.	From Jönköping to Stockholm by Lake Vettern and the E. Göta Canal	293
	From Ödeshög to Linköping 294.	
48.	From Nässjö to Stockholm	297
	From Mjölby to Hallsberg and Örebro 298. — The Kinda Canal. From Norsholm to Vestervik 300. — From Norrköping to Örebro 301. — From Norrköping to Stockholm by Steamer 301. — From Saltskog to Eskilstuna, 302.	
49.	From (Christiania) Charlottenberg to Laxå (Stockholm)	302
	The Fryken Lakes 303.	
50.	**Stockholm**	304
	I. Staden and Riddarholmen 309. — II. The Northern Quarters 315. — III. The National Museum 319. — IV. Södermalm 331. — V. Kungsholmen 332. — VI. Djurgården, Northern Museum, Skansen 332.	

Route		Page
51.	**Environs of Stockholm.** A. Saltsjö: Haga and Ulriksdal, Djursholm, Saltsjöbaden, Vapholm	340
	B. Lake Mälar: Drottningholm, Gripsholm, Strengnäs	343
52.	**From Stockholm to Upsala**	346
53.	**The Island of Gotland**	353
54.	**From Stockholm to Vesterås and Örebro**	358
	From Tillberga to Ludvika, Vansbro, Sala 359. — The Strömsholm Canal. From Vanneboda to Ludvika 360. — From Örebro to Svartå. Lake Hjelmare 361.	
55.	Kolbäck-Valskog to Flen, Nyköping, Oxelösund	362
56.	**From Gotenburg to Falun**	363
	From Daglösen to Filipstad; to Hagfors 363.	
57.	From Stockholm to Lake Siljan by Borlänge *(Falun)*	365
	From Mora to Elfdalen; to Christinehamn 367.	
	From Orsa by Falun to Gefle	368
58.	From Upsala by Gefle to Ockelbo *(Bräcke, Östersund)*	369
	From Örbyhus to Dannemora and Hargshamn 369.	
59.	From Stockholm by Upsala, Ockelbo, and Bräcke to Östersund, Storlien, and Trondhjem	370
	From Kilafors to Söderhamn. From Ljusdal to Hudiksvall 371. — From Hjerpen to Kolåsen and to Levanger. Areskutan 374. — Tännfors, and to Levanger. Handölsfall, Snasahögarne, Sylarne 375.	
60.	From Ånge to Sundsvall	376
61.	From Bispgården to Sundsvall by the Indals-Elf	377
62.	From Bräcke to Luleå	378
	Ramsele, and thence by Ström, to Norway. From Långsele to Sollefteå. From Selsjö to Ådals Liden and the Kilfors 379. — From Jörn to the Junkerdal in Norway. From Boden to Morjärv 380.	
63.	From Stockholm to Sundsvall and Hernösand by Sea	381
64.	From Hernösand to Sollefteå by the Ångerman-Elf	383
65.	From Sundsvall and Hernösand to Luleå by Sea	384
66.	From Luleå to Kvickjock	386
	From Vuollerim to Murjek 387. — From Jockmock to the Harsprång and Abborträsk 388. — From Kvickjock to Bodø 389.	
67.	From Luleå by Gellivara to Narvik	390
	From Gellivara to Kvickjock 391.	
68.	From Luleå to Haparanda by Sea	393
	From Haparanda to Pajala. The Avasaxa 394.	

39. Malmö and Southern Skåne.

The Steamboats from Copenhagen and Lübeck land at the quay of the inner harbour, at the S. end of which is the custom-house (*Tullhus*; Pl. 7; B, 2), where luggage is examined. The Steam Ferry from Copenhagen (Ångfarja; Pl. B, 1) lands in the E. side-harbour, where there is a separate custom-house. Close by is the Main Railway Station (Pl. B, 2; Rest.) for the trains to Trelleborg, Stockholm, Gotenburg, etc. To the W. of the harbour is the station for Ystad, Hvellinge, Trelleborg, and


MALMÖ
1:30.000.
0 100 200 300 400 m
Hamn för Lastbåtar
Rådhus
Fyr
Stortorget
Hamn-
Varfs-
Bassin
Malmöhus
Kung Oscars Park
Slottspark
Södra
förstaden
Kungsgatan
Rådhus-
torget
Fredriksplats
Kiellinge
Falköping
Landskrona
Trelleborg
Ystad
1. Elementar läroverk B.2
2. Hospital C.2
3. Kasern C.2
4. Katolska kyrka B.3
5. St. Petri kyrka B.2
6. Caroli Kyrka C.2
7. Tullhuset B.2
8. Rådhus B.2
9. Residens B.2
10. St. Pauli kyrka C.3
LUND
1:20.000.
0 100 200 300 m
Seminarium
Helgonagården
Allhelgona Kyrka
Universitets-biblioteket
Clemens Torget
Läns-lasarett
Stations-Jernvägsstation
Vestra Station
Kloster-kyrkan
Ban-Torget
Lunda-gård
Domkyrka
Domkyrkomuseum
Universitets-Museum
Botaniska Trädgården
Rådhus
Mårtens Torget
Observatorium
Tekn. Läroverket
Regnar-Dahlgrens Doktuninen-stitut
Veterinär-Medicinska Institut
Räbe Räddnings-institut
Skåne Station
1. Tegnérshuset B.2.3
2. Universitetshuset B.2.
3. Telegraf B.3.
4. Akademien B.2.
5. Julaestra Od B.2.
6. Posthuset B.3.

Limhamn (p. 262). *Cabs* at the chief station, 75 ø. to 1.25 kr. *Porter* ('bärare'), 25-50 ö. — Steamboats also ply to Stockholm, Gotenburg, etc.; others touch here on their way to London, Amsterdam, Bordeaux, etc.

HOTELS. *SAVOY HOT. (Pl. a; B, 2), opposite the station, R. $1^3/_4$-4, B. $1/_2$, D. $1^1/_2$-3 kr.; with a café; *KRAMER'S HOT. (Pl. b; B, 2), Stor-Torg, old-established, R. from $1^1/_2$, B. $3/_4$, D. from 2, S. ('sexor') $1^1/_2$ kr.; TEMPERANCE HOT. (Pl. c; B, 3), Engelbrektsgatan 28, R. from $1^1/_4$, B. $3/_4$, D. from 2 kr. (no fees); STANDARD HOT., Stor-Torg 7. — CAFÉS. *Stadt Hamburg*, Gust. Adolfs-Torg; summer-restaur. in *Kung Oskar's Park* (p. 262) and at the *Strand-Paviljong* (Pl. B, 1), on the central breakwater of the harbour, near the sea-baths (steam-ferry 5 ö.).

POST OFFICE (Pl. 11; B, 2), on the quay. — TELEGRAPH, Norra Vall-Gatan 54 (Pl. B, C, 2).

BOOKSELLER: *A. F. Enrall*, Östra Hamngatan 2. — PHOTOGRAPHIC ARTICLES: *M. Cronquist & Co.*, Södergatan 19. — TOURISTS' OFFICE, Adelgatan 40.

TRAMWAYS (10 ö.), four lines: from Gust. Adolfs-Torg (Pl. B, 2) to the harbour, and to the suburbs (see Plan).

BANKS: *Riksbank*, Öster-Gatan 34; *Skånes Enskilda Bank*, Bruks-Gatan 2; *Handelsbank*, Stor-Torg 10; *Södra Sverige*, Adelgatan 53. Money may be changed at these; also at *C. M. Hallbäck & Söner*, Adelgatan 51. — British, U. S. A., and other Consuls.

Malmö, the capital of the province of *Skåne*, with 75,700 inhab., opposite Copenhagen (16 Engl. M. distant), was the chief commercial town on the Sound in the middle ages. It now carries on a brisk trade and has a number of factories (gloves, cotton, tobacco, machinery, etc.). In the chequered history of Christian II. Malmö played a prominent part, headed by the burgomaster *Jürgen Kock*, who introduced the Reformation. The town owes its modern prosperity to the enterprise of the merchant *Frans Suell* at the end of the 18th cent., and to the opening of the railway to Stockholm in 1856.

The province of SKÅNE, the southmost and most populous in Sweden (4354 sq. M.), in soil and culture resembles Denmark and N. Germany, to which it geologically belongs. On three sides it is bounded by the sea; on the N. it is adjoined by Småland (p. 266), where the gneiss and granite formations of the great Swedish peninsula begin. From N.W. to S.E. it is intersected by two distinct hill-ranges. The *Kullen* (p. 274), one of these, juts boldly into the sea to the N.W., and parallel with it runs the *Hallandsås* (p. 276). In the centre of the district rise the *Söderås* (p. 276) and the *Romeleklint* (p. 263). In the line of these ranges, to the S., lies the island of Bornholm. The fertility and importance of Skåne are evidenced by its great network of railways. Steamers also ply between the coast-towns two or three times a week (see Sveriges Kommunikationer, No. 263, Stockholm-Copenhagen, and No. 267, Stockholm-Gotenburg).

From the Harbour and the Station the bridge to the S. leads to the STOR-TORG ('great market'), with a fine equestrian statue in bronze, by J. Börjeson (1896), of *Charles X. Gustavus*, who united Skåne with Sweden in 1658. At the N.E. angle of the square are (left) the *Landshöfdinge-Residens* (Pl. 9), or governor's residence, and (right) the RÅDHUS (Pl. 8; B, 2), or town-hall, a handsome edifice in the Netherlandish Renaissance style, built in 1546, and restored in 1864-69. The ground-floor is of granite, the upper story, with its gables, allegorical statues, and medallions, is of brick. The handsome *Knutssal* (adm. 30 ö.) was the council-chamber of the once powerful *Knutsgille* or 'Guild of Canute'. The *Landstingssal*

contains portraits of Danish and Swedish kings and a painting by Cederström: Magnus Stenbock at Malmö in 1709.

Passing between these buildings, we reach the PETRI KYRKA (Pl. 5; B, 2), an old Gothic brick church, restored in 1890. — In the S.E. part of the town are the *St. Pauli Kyrka* (Pl. 10; C, 3) and the *Högre Elementar-Läroverk* (Pl. C, 3; 'higher elementary school').

On the W. side the town is the pleasant *Kung Oskar's Park* (Pl. A, 2, 3; Restaur.), where a band plays twice daily in summer. Beyond it is the MALMÖHUS, a fortress dating in its present form from 1537, where Bothwell, Queen Mary Stuart's third husband, was imprisoned in 1567-73. (He died in 1578, in the château of Dragsholm in Zealand.) — Beyond the moat on the S. side of the castle lies the extensive *Slotts-Park*, on the E. side of which is the *Museum* (Pl. B, 3; adm. 12-4, Sun. 1-4, 35 ö.), containing historical, industrial, and other collections and a picture-gallery.

On the branch-line (station on W. side of harbour) trains run hourly in 10 min., past the sea-baths of *Ribersborg*, to *Limhamn*, with its limestone quarries, cement-works, and factories, whose tall chimneys, to the W. of Malmö, are conspicuous from the sea.

FROM MALMÖ TO TRELLEBORG there are two railways. The express trains from Stockholm follow the main line, by *Arrie*, *Månstorp*, *Ostra Grefvie*, *Slågarp*, etc. (32 Kil.). Local trains run by *Hvellinge*, junction for *Skanör* and (17 Kil.) *Falsterbo*, two small sea-bathing places, once famed for their herring-fishery and the 'Fair of Skåne'. Their old churches are now partly buried in sand. At the S.W. end of the peninsula rises a lighthouse.

33 Kil. **Trelleborg** (*Stads-Hot.*, R. from 2 kr.), the southmost town in Sweden, with 3330 inhab. and several factories, an old place, owes its modern importance to its steamboat-connection with (4 hrs.) Sassnitz, on the island of Rügen, a link in the shortest through-route between Stockholm and Berlin (24 hrs.). The main station, *Trelleborg Nedre*, is at the pier. The local lines to Malmö by Hvellinge, to Lund by Svedala (see below), Klågerup, and Staffanstorp (see below), and to Klagstorp and Rydsgård (see below) have a second station at *Trelleborg Öfre*, to the N. of the town.

RAILWAY FROM MALMÖ TO YSTAD (63 Kil., in 2 hrs.). — 16 Kil. *Skabersjö* (5 Kil. N.E. is the handsome mansion of *Torup*, afternoon drive from Malmö); 21 Kil. *Svedala*, junction for Trelleborg and Lund; 28 Kil. *Börringe*, junction for *Klagstorp* (see above) and (22 Kil.) *Östratorp*, a fishing-village near the *Smygehuk*, the S. end of Sweden (55° 20′ 16″ N. lat.); 44 Kil. *Rydsgård*, the junction of a line to (34 Kil.) Trelleborg by *Skifarb* and *Klagstorp*; 55 Kil. *Charlottenlund*.

63 Kil. **Ystad** *(Hôt. du Sud)*, a busy seaport and industrial town, with 10,520 inhab., is the focus of several local railways. Steamers to Stockholm, Copenhagen, Gotenburg, the island of Bornholm, Stettin, Lübeck, etc. — Omnibus (15 ö.) to the pretty *Sjöbad Ystad* (Hotel), with wooded environs, ½ hr. E. of Ystad.

Railways: W. by *Charlottenland* to (19 Kil.) *Skifarp*, junction for Trelleborg (see above) — N.E. by (8 Kil.) *Köbingebro* (see below), (11 Kil.) *Svenstorp*, (19 Kil.) *Tomelilla*, where the Malmö and Cimbrishamn line is crossed; then N.W. by (32 Kil.) *Löfvestad* and (47 Kil.) *Bjersjölagård*, with its large lime-kilns, to (76 Kil.) *Eslöf* (p. 2, 5). — Also N.E. by *Tomelilla*, (35 Kil.) *St. Olof*, and (41 Kil.) *Hvitaby* (6 Kil. E. of which, by the fishing village of *Kivik*, is a tombstone of the bronze period, with sculptured side-stones), to (49 Kil.) *Brösarp* (p. 267; junction for Christianstad). — Also N.E. by (8 Kil.) *Köbingebro*, (31 Kil.) *Hammenhög* (5 Kil. E. of which is the mediæval château of *Glimmingehus*), and (26 Kil.) *Gärsnäs*, to (50 Kil.) *St. Olof*.

Railway from Malmö to Cimbrishamn, by Tomelilla (96 Kil., in 3-3½ hrs.). 15 Kil. *Staffanstorp*, junction for Lund and Trelleborg (p. 262); 24 Kil. *Dalby*, with an old church; 35 Kil. *Veberöd*, near the *Romeleklint* (574 ft.); 41 Kil. *Öveds Kloster*, with a superb château, on the *Vombsjö*; 48 Kil. *Sjöbo* (junction for Landskrona, p. 272). 53 Kil. *Söfdeborg*, with another fine château.

69 Kil. *Tomelilla* (Jernvägs-Hot.), junction for Ystad and Eslöf; 84 Kil. *Gärsnäs*.

96 Kil. **Cimbrishamn** or *Simrishamn (Hot. Svea; Stads-Hot.)*, a small seaport with 2100 inhab., from which steamers ply to Stockholm, Malmö, etc., and in summer to Bornholm also. (See Baedeker's N.E. Germany.)

The Train from Malmö to Genarp (28 Kil., in 1 hr.) stops at *Bara*, near the château of *Torup* (p. 262), and at *Klågerup*, near the château of *Hyby*. — Near *Genarp* (Järnvägs-Hot.) is the modern château of *Häckeberga*. — This line is being continued to Ystad.

40. From Malmö by Lund to Nässjö *(Stockholm)*.

268 Kil. *Södra Stambanan*. Express in 5, ordinary train in 6-10 hrs. (to Lund in 20-25 min.). From Trelleborg by Malmö to *Stockholm* in 13½-19 hrs.; from Malmö to Stockholm 12-16 hrs. — Sleeping-berth, 1st cl. 10, 2nd cl. 5 kr., and 1 kr. for sheets. Dining-car on the day-express (2½ kr.; secure seat betimes). In the other trains there are notices as to the halts for meals.

The train skirts the Sound, crosses the *Segeå*, and turns inland. 5 Kil. *Arlöf*, with a sugar-refinery and a carriage-factory. We cross the *Höjeå*. Near (9 Kil.) *Åkarp* is the agricultural school *(Landbruks-Institut)* of *Alnarp*, with a fine park of elms. On the right is the public school of *Hvitlan*. Fertile country with large cornfields. Close to Lund are two lunatic asylums.

17 Kil. **Lund.** — Grand Hotel (Pl. a; A, 3), in the Ban-Torg, near the station, first-class, R. 1½-4½, B. 1, D. 1½-2½, S. 1-2 kr., with

restaurant. — Jernvägs-Hot., opp. the station, R. 2, B. 3/4, good; Hot. Skandinavie, close by; Central Hot., Stora Kungs-Gatan, S. of the cathedral, unpretending. — Booksellers: *Gleerup*, Stora Söder-Gatan, by the Stor-Torg; *Ph. Lindstedt* (Univ. bookseller), Klostergatan. — Post Office (Pl. 6; A, 3), Stora Kloster-Gatan 11, opp. the Cathedral.

Lund, the ancient *Londinum Gothorum*, was the largest town in Scandinavia in the 12-15th cent., and was known as *Metropolis Daniae*, having been the seat of a Danish archbishopric, when it is said to have had 23 churches. It is now the seat of a bishop and of a university founded in 1666 (pop. 19,170), and has the appearance of a large country-town, especially during the university vacations.

From the *Railway Station* (Pl. A, 2) we turn to the right; we then go to the left through the Kloster-Gata, past the Grand Hotel, to the centre of the town, where the cathedral and the university are situated. On the way, to the left in the second side-street on the left, is the house of the poet *Esaias Tegnér* (Pl. 1, B, 2; pron. Tengnáre; 1782-1846), who lived here in 1813-26, when a professor in the university, and wrote his Frithjof's Saga and other poems. The house (adm. 12-2; 25 ö.) contains a few memorials of the poet.

The *Cathedral (Pl. B, 3), a noble edifice in the late-Romanesque style, with two towers, recalling the Middle Rhenish churches, was consecrated by *Archbishop Eskil* in 1145, and has been judiciously restored since the middle of the 19th cent. The fine execution of the exterior, notably of the choir, with round-arched frieze borne by columns in the first story, blind arcades in the window-story, and the open colonnade above, probably dates from the period after the fire of 1172.

The Interior (entrance on the S. side; generally open in the forenoon; if not, apply to the 'vaktmästare', Stora Söder-Gatan 9, S. of the Stor-Torg), although only 210 ft. long, 108 ft. wide, and 70 ft. high, looks much larger owing to the breadth of the W. end, and to the fact that the pavement rises a few inches in the middle. Nine pillars on each side separate the nave from the aisles. Seventeen steps ascend to the imposing transept, and one more to the choir. Note the new *Bronze Doors*, the *Pulpit* of black marble and alabaster (1592), the carved Gothic *Choir Stalls*, the seven-branched *Candelabrum* (1350) behind the altar, and the modern *Frescoes* in the vaulting on a gold ground, by *Thulin*.

Under the transept and choir lies the grand *Crypt *(Kraftskyrkan)*, 121 ft. long, 35 ft. wide, and 13 ft. high, borne by 23 pillars and lighted by ten windows. In the N. arm of the crypt is a fountain, with satirical figures and inscriptions by *Van Duren*, a Westphalian, who lived in Lund in 1513-27. *Archbishop Birger* (d. 1519) is buried here. On two of the pillars are the figures of the giant Finn and his wife, the traditional builders of the church.

The Lundagård (Pl. B, 2), with its fine avenues of chestnut, elm, and lime trees, is the focus of the university life. On the E. side of it, near the cathedral, is the *Zoological Museum* (Pl. B, 2, 3), containing a collection of prehistoric skeletons from the moors of Skåne (adm. Mon. and Sat., 11-12, free; Tues. and Frid. 25 ö.). Adjacent is the *Tegnérs-Plats*, with a statue of the poet by Qvarnström. On the N. side of this Plats is the building of the *Akademiska*

Förening (Pl. 4 B, 2; restaur. open to strangers). Opposite, to the W., is the former Library, now a *Historical Museum* and *Cabinet of Coins*. Beyond this is the University Building (Pl. 2), erected in the Greek Renaissance style, by Helgo Zettervall, in 1878-82, and containing a handsome Aula. The N. side of the Plats is bounded by the *University Gymnasium and Music Room* (*Palaestra et Odeum;* Pl. 5). The grounds in front of the university are adorned with busts of eminent professors. Here also is a mound with a collection of Runic stones. The University has four faculties, 46 professors, some 50 lecturers, and over 850 students. The latter wear white velvet caps with a blue edge (comp. p. 351).

In the Adel-Gata, E. of the Akademiska Förening, on the left, is the entrance to the *Kulturhistoriska Museum* (Pl. B, 2), in a two-storied building with several annexes, a citizen's house of the 17th cent., from Malmö, and a peasant's house from the province of Blekinge. The collection includes numerous mediæval and modern utensils, costumes, weapons, guild-articles, etc. (Adm. to the garden, 10-8 o'cl., 25 ö.; to the museum, 12-2 o'cl., 25 ö. more.)

On the E. side of the town lies the *Botanic Garden* (Pl. C, 2, 3; 12-2), with hot-house, laboratories, etc., and a bust of the botanist Jacob Agardh (1813-1901). To the N. are the *Physical, Physiological*, and *Anatomical Institutes*, the park of *Helgonabacken* ('saints' hill'; Pl. C, 1), and the handsome new *University Library*, designed by A. Hellerström. and completed in 1907 (200,000 vols.; open 10-2). Near it is the Gothic *Allhelgonakyrka* or *Church of All Saints*. by Zettervall, 1891. To the S.W. is the *Observatory* (Pl. A, 3, 4), with its grounds, adorned with a bust of the astronomer Tycho Brahe (1546-1601).

Lund is also a station of the *Trelleborg* (p. 262) and *Kjeflinge* (p. 272) line, and of the local lines from the S. Station (Pl. B, 4) by *Refvingeby* to *Dalbösa* (23 Kil.; comp. p. 272), and from the W. Station (Pl. A, 3) to *Bjerred*, a small sea-bathing place on the Sound.

From Lund to Nässjö (and Stockholm). Soon after leaving Lund we pass on the left the *Slipparebacke* ('Hill of St. Liberius'), where the Danish kings used to receive the homage of the Swedish province of Skåne. The monument records the victory of Charles XI. over the Danes in 1676, which ended the Danish claim to Skåne. — We cross the *Löddeå*. 26 Kil. *Örtofta*, junction for Landskrona and Sjöby (p. 272). To the left is seen a pretty château.

34 Kil. **Eslöf** *(Jernvägs-Hot.; Nilsson's)*, with 2350 inhab., junction for *Teckomatorp* (p. 272), *Landskrona* (p. 272), and *Helsingborg* (p. 273), for *Ystad* (p. 263), for *Christianstad* (p. 267), and for *Klippan* (p. 275).

44 Kil. *Stehag*, amidst fine beech-woods. — The *Ringsjö* (184 ft.), on the right, is surrounded with country-houses, among which is the old *Bosjö Convent* (not visible from the train). 54 Kil. *Hör;*

branch-line to (13 Kil.) *Hörby* (p. 267). To the N. of the station rises the basaltic *Anneklef*. 68 Kil. *Sösdala;* near it, on the right, is the church of *Mällby*.

83 Kil. **Hessleholm** (*Bern's Hot.*, with rail. rest.), a thriving place (pop. 2430). To the W. lies *Lake Finja* (151 ft.).

Branch-lines from Hessleholm to *Karpalund* (p. 267) and Christianstad (30 Kil., in 50 min.); to *Helsingborg* (p. 273); to Markaryd, 37 Kil., junction for Helsingborg and Wernamo (p. 275); then W. down the valley of the Lagaa to *Knäred*, and by *Skogaby* to (72 Kil.) Veinge on the W. coast line (see p. 276).

Monotonous moors. 102 Kil. *Hästveda*, junction for Christianstad (p. 267); 125 Kil. *Killeberg*.

Before crossing the boundary between Skåne and *Småland* we enter a dreary and interminable *Skog* (the antithesis of *lund*, a pleasant grove), a favourite theme in Swedish song. It consists of a chaos of moor, swamp, forest, ponds, and hills, with rocks worn smooth by the action of the ice with which the peninsula was once covered. The sterile ground is carpeted with moss and lichen, interspersed with birches and pines; in dry places grow bilberries and whortle-berries, and in the swamps reeds. Attempts are being made to reclaim the land by drainage and by removal of the stones. On each side lie long heaps of loose stones, and at places we pass fields, pastures with cattle, and red cottages, roofed with green turf. Here and there is a church with detached belfry *(klockstapel)*, or a factory, while mills border most of the rivers.

134 Kil. *Elmhult* (Hot. Örtegren) is the first station in Småland; branch-line S. to Sölvesborg (72 Kil., in 2½ hrs.; p. 267). Farther on, to the right, we see *Råshult*, with an obelisk in memory of Linné, born there on 13th May, 1707, whose father was assistant-pastor. Fine views of the long *Möckeln-Sjö* (446 ft.), to the left.

168 Kil. *Vislanda.* — From Vislanda to Halmstad (p. 276), 115 Kil., railway in 4-6 hrs., by (36 Kil.) *Ljungby* (p. 275) and (51 Kil.) *Bolmen*, on the lake (466 ft.) of that name, 16 Kil. long and 10 Kil. broad, from which the Lagaå (p. 276) issues. In the lake is the long island of *Bolmsö* (steamer from Bolmen), once the seat of the heathen kings of Finveden, as W. Småland is called, containing interesting tombstones.

From Vislanda to Karlshamn, 78 Kil., railway in 2¾-4 hrs.. — 40 Kil. *Norraryd* (branch-line to Kvarnamåla, p. 268); 42 Kil. *Ryd*, 10 min. from *Ryds-Sanatorium*, on the S. bank of the *Åsnen-Sjö*. — **Karlshamn** *(Järnvägs-Hot.; Stadshuset)*, a seaport with 7300 inhab. and large distilleries, lies at the mouth of the *Mieå*, in the district of Blekinge. About 1½ M. to the S. is *Vägga*, a small sea-bathing-place (steamer in 7 min.).

From Karlshamn there are railways W. to Christianstad (see p. 267) and E. to Karlskrona: 34 Kil. *Bredråkra*, where we join the line from Vexiö (p. 268); 40 Kil. **Ronneby** *(Stads-Hot.;* pop. 3340), prettily situated on the river of that name, which forms a waterfall here. About 1 Kil. below the railway-station are the chalybeate baths of *Rönneby Brunn*, with a park and numerous villas, connected with the station by a short branch-line, and with the town by steam-launches. — 58 Kil. *Nettraby* (branch-lines S. to *Nettraby-Hamn*, 1 Kil.; N. to *Eringsboda*, 30 Kil.); 66 Kil. *Gullberna* (p. 269); 67 Kil. *Summa* (p. 268); 70 Kil. *Karlskrona* (p. 238).

182 Kil. **Alfvesta** (**Rail. Rest.*, D. 1½ kr., also R.), where a halt is usually made, is prettily situated at the N. end of *Lake*

Salen (469 ft.). On the right is the old church of *Aringsâs*, with belfry. — To *Karlskrona* and *Kalmar*, see p. 268; to *Gotenburg*, p. 102.

191 Kil. *Grennaforssa;* 213 Kil. *Lamhult* (with the *Grönskulle*, 387 ft., on the left); 240 Kil. *Säfsjö* (junction for *Hvetlanda-Målilla*, 81 Kil., see p. 271); 258 Kil. *Grimstorp*. Countless lakes.

268 Kil. **Nässjö** (961 ft.; pron. neshö; **Rail. Rest.; Hot. Svensson*, R. 2-4, B. 1, D. 1½ kr., good; *Järnvägs-Hot.*, R. from 2 kr.), junction for *Jönköping* (p. 291), for *Oskarshamn* (p. 271), and for *Halmstad* (p. 276).

From Nässjö to *Stockholm*, see p. 297.

From Eslöf (p. 265) to Christianstad, 69 Kil., railway in 2 hrs., through fertile and wooded country, with unimportant stations. 20 Kil. *Ousbyholm*, an old mansion on the S. bank of the *Ringsjö* (p. 265); 24 Kil. *Hörby*, connected by a branch-line with Hör (p. 265); 49 Kil. *Tollarp;* branch to *Efveröd* and Åhus (23 Kil.; see below). At (62 Kil.) *Skepparslöf Nedre* the line forks: right, to (66 Kil.) *Långebro*, whence a bridge crosses the *Helgeâ* to Christianstad; left, by *Karpalund* (p. 266), to the chief station of —

69 Kil. **Christianstad** (*Hot. Brissman*, by the station, R. from 1½, D. 1½-2 kr., good; *Frimurare-Hot.*), a town of 11,000 inhab., on the *Helgeâ*, founded in 1614 by Christian IV. of Denmark, the seat of the *Skanska Hofrätt*, the appeal-court for Skåne, which meets in the *Kronhus*. Opposite the station is the church, built in 1617. To the W. of the town, on the Helgeâ, is the *Tivoli* park, with a small museum of antiquities (25 ö.).

From Christianstad a branch-line runs S., past the *Helge-Sjö*, to (17 Kil.) *Åhus*, the port of Christianstad; another from *Långebro* (see above), by Efveröd (see above), in 1¼-2¼ hrs. to (38 Kil.) *Brösarp* (p. 263; junction for Ystad).

Railway from Christianstad E. to Karlshamn (62 Kil., in 2-3 hrs.): 13 Kil. *Backaskog*, station for the estate of that name, lying 5 Kil. N., between the *Oppmanna-Sjö* and the *Ifö-Sjö;* once a Benedictine monastery, it was later often occupied and extolled in verse by King Charles XV., and now belongs to the state. 31 Kil. **Sölvesborg**, a seaport with 2560 inhab., a ruined castle, and several distilleries, junction for Elmhult; 46 Kil. *Sandbäck* (branch to *Holje*, 15 Kil.); 62 Kil. *Karlshamn* (p. 266).

Another line from Christianstad runs N.E., past many lakes, by *Immeln* to (40 Kil., in 2½ hrs.) *Glimåkra*.

From Christianstad to *Hesslehoim*, see p. 266.

From Christianstad N.W. to Hästveda (p. 266), 41 Kil., railway in 1½-2 hrs., starting from *Långebro* (see above). 4 Kil. *Skepparslöf Nedre* and (7 Kil.) *Karpalund*, see above; 21 Kil. *Qvinge*, in a fertile region. Then (25 Kil.) **Vanås**, 20 min. from the estate of that name, whose proprietor Count Wachtmeister has an admirable collection of pictures. (Catalogue by G. Göthe: *Rembrandt*, Three portraits, of 1632, 1651, and 1652; *G. Ter Borch*, Dapple-grey horse in the stable; *J. B. Greuze*, Young washerwoman; also examples of *J. B. Chardin*, *Nic. Elias*, *K. du Jardin*, *Gab. Metsu*, *Adr. van Ostade*, *Jan Steen*, *Dav. Teniers*, *Adr. van de Velde*, and *Phil. Wouverman*.

41. From Alfvesta by Vexiö to Karlskrona and Kalmar. Öland.

From Alfvesta to *Vexiö*, 18 Kil., 1/2-3/4 hr. — From Vexiö to *Karlskrona*, 114 Kil., 3 1/2-5 1/2 hrs. — From Emmaboda to *Kalmar*, 57 Kil., 1 1/2-2 3/4 hrs.

Alfvesta, see p. 266. We traverse a wooded region, enlivened here and there with the cottage of a settler, with its patch of field and paddock, enclosed by a fence.

8 Kil. *Gemla*, with several factories; 13 Kil. *Räppe*, at the influx of the *Helgasjö* (on which a steamer plies) into the *Bergqvarasjö*. Close to the latter, S. of the station, is the estate of *Bergqvara*, with a picturesque ruined castle.

18 Kil. **Vexiö** (*Rail. Rest.*; **Stads-Hot.* & *Stora Hot.*, Kungs-Gatan 1, near the station, R. 1 1/2-3, D. 1 1/2-3 kr., with restaurant; *Hot. Nyström*), the capital of *Kronobergs-Län*, dating as a town from 1342, now with 8020 inhab., rebuilt on a more spacious plan since the fires of 1830 and 1843, lies at the N. end of the *Vexiö-Sjö*. The *Cathedral*, built about 1300, is dedicated to St. Siegfrid (d. about 1030), the apostle of this region. On the S. side of the market is the *Rådhus;* on the N. the residence of the Landshöfding. — The *Forn-Sal* ('Hall of Antiquities'; Wed. and Sat. 10-12, free), on a hill S. of the station, contains the Småland Museum, a library, a cabinet of coins, etc. A band plays on summer-evenings in the grounds (café). The Norr-Gata, which passes behind the Landshöfding's residence, is continued outside the town by an avenue ascending to the bishop's house of *Östrabo*, occupied by Tegnér in 1828-46 (p. 264). The poet, who became insane in 1840, and died here on 2nd Nov. 1846, is buried in the cemetery to the W. of the town, by the S.W. wall, under a canopy of maples.

From Vexiö to Asheda, 60 Kil., narrow-gauge line in 3 hrs. — The first station is (6 Kil.) *Evedal*, in a bay of the Helgesjö (p. 267), the starting-point for a walk to the (3 Kil.) royal domain of *Kronoberg*, with the fine ruins of the castle of *Kronoberg* (whence 'Kronobergs-Län'). — 44 Kil. *Klafreström*, with iron-works. — The line is being continued to the E. coast.

From Vexiö to Ronneby, 92 Kil., railway in about 3 1/2 hrs. — From (37 Kil.) *Kvarnamåla* a branch-line runs to Norraryd (21 Kil.; p. 265); 86 Kil. *Bredåkra;* 92 Kil. *Ronneby*, see p. 266.

The train now traverses an interminable forest, relieved with many lakes. 31 Kil. *Aryd*, with old iron-works; 43 Kil. *Hofmantorp*, on a bay of *Lake Rottnen;* 52 Kil. *Lessebo*, with a large paper-mill (branch-line to Målerås, 30 Kil., see p. 269).

75 Kil. **Emmaboda** (*Rail. Rest.*), junction for Karlskrona and for Kalmar (see p. 269). The Karlskrona train passes unimportant stations; it leaves the region of granite and descends to the fertile coast. 125 Kil. *Thorskors;* 128 Kil. *Sunna*. We now cross several bridges and islands to —

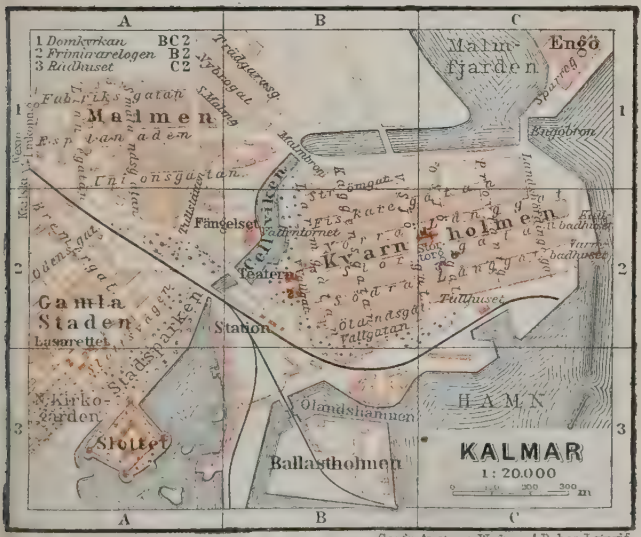
132 Kil. **Karlskrona** (*Stads-Hot.*, good; *Frimurare-Källare;* both 10 min. from the station), capital of the province of *Blekinge*, with 26,500 inhab., an excellent harbour, and the chief naval dockyard

of Sweden. Founded by Charles XI. in 1680, the town lies on several islands connected by bridges, and is protected by the outlying rocky islands, some of which are fortified. To the S. of the station is the *Hoglands-Park*, with a statue of Charles XIII. In the Rådhus-Torg, further S., are the *Rådhus*, the *Fredriks-Kyrka*, and the *Tyska Kyrka*, a round church built by Nic. Tessin, senr., in 1689. In the centre of the square rises a statue of Charles XI. by Börjesson. The government dockyard, with its docks hewn in the rock, is not accessible. — Steamboats to Stockholm, Malmö, etc.

From Karlskrona a narrow-gauge line goes by *Sunna* (p. 268), *Gullberna* (p. 266), and (47 Kil.) *Torsås* (junction of a line to Kalmar, p. 270), to (54 Kil.) *Berggvara* (Hotel) on the Kalmar-Sund, whence steamers ply to the island of Öland (p. 270).

From Emmaboda to Kalmar. — 27 Kil. *Nybro* (Järnvägs-Hot.), with the small baths of *Nybrobrunn;* branch-line to (43 Kil.) the iron-works of *Säfsjöström*, by *Måleråsa* (p. 268). 41 Kil. *Trekanten*. We soon reach the coast-district, with its birch, oak, and beech woods, and see Öland (p. 270) in the distance.

57 Kil. **Kalmar.** — Central Hotel (Pl. a; B, 2), nearest the station, Theater-Plats, R. & B. only (good restaur. at the Theatre, opposite); Stads-Hot., in the market, equidistant (7-8 min.) from station and quay, with restaur.; Witt's Hot., close by. — Cab from the quay to the Castle, 50 ö.



Geogr. Anst. von Wagner & Debes, Leipzig

STEAMER to *Borgholm* (p. 271) once or twice daily, 1 kr.; by Borgholm to *Oskarshamn* (p. 271) 2-3 times weekly in 5 hrs.; by Borgholm to *Visby* and *Stockholm*, see p. 353; also to *Lübeck* in Germany.

Kalmar, the capital of *Kalmar-Län*, with 14,250 inhab., lies on the *Kalmarsund*, the strait between the mainland and Öland. It is one of the oldest towns in Sweden, and used to be called '*rikets nyckel*' (key of the kingdom). Here in 1397 was concluded the famous *Kalmar Union* (p. xlvi). In 1620 Gustavus Adolphus came to Kalmar to escort Princess Maria Eleonora of Brandenburg to Stockholm, where their marriage was to take place.

The railway-station (Pl. B, 2) is on the S.W. side, and the harbour (Pl. B, C, 3) on the S. side of the regularly built old town on the island of *Kvarnholm*. — In the market-place, in the centre of the town, rises the *Cathedral* (Pl. 1; B, C, 2), designed by Nic. Tessin (p. 310), and built of limestone from Öland in 1660-69. The Stor-Gata, crossing the market lengthwise, passes the Theater-Plats, and is continued S.W. by an avenue, at the end of which is a broad bridge connecting the Kvarnholm with the mainland. On the right is the tall red tower of the water-works.

Beyond the bridge we turn to the left and soon cross the railway-line to the pretty *Public Park* (Pl. A, 2, 3). Under an iron pavilion is a bust of *Gustavus Vasa*, who landed at Stönsö, S.W. of Kalmar in May, 1520. Beyond the park is the entrance to the castle.

The **Castle of Kalmar* (Pl. A, 3), a large square edifice, with ramparts, moats, and five towers, the site of which was once an island, was built in the 12th cent., enlarged in the latter half of the 16th cent., and recently restored. Between 1307 and 1611 it successfully withstood no fewer than twenty-four sieges. In the court is a Renaissance fountain; straight on is the 'Vaktmästare's' house; in the farther corner is the church; to the right is the entrance to the Kalmar Historical Museum (week-days 10-12, 25 ö., at other hours 50 ö.; Sun. 2-3, 25 ö., 3-5, 10 ö). The bulk of the collection is in the 'Union Hall', which is, however, later than the Union. The grand old *Royal Chamber ('Gamla Kongsmaket') has fine inlaid panelling on the ceiling and walls, and large coloured reliefs of hunting scenes of the time of Eric XIV. The Lozenge Room ('Rutsalen') dates from the reign of John III.

RAILWAY, narrow-gauge, S. to (40 Kil.) *Torsås* (p. 269). By stat. *Gräsgärde* are the round churches of *Hagby* and *Voxtorp* (similar to the Solna church, p. 340) and the bridge over the *Brömsebäck*, a stream famed in history as the boundary between Sweden and the once Danish Skåne.

From Kalmar we may visit the large **Island of Öland** (steamer, p. 269), lying parallel with the coast, 137 Kil. long and 3-16 Kil. in breadth. It contains 29,500 inhab., chiefly engaged in farming and cattle-breeding. Unlike the central and northern mainland of Sweden, where granite prevails, Öland consists of a limestone plateau sloping down to the E. The W. margin is abrupt, while the E. slopes, descending gradually to the Baltic, are covered with downs and loose sand. The bluffs of the plateau

(*landborgar*) are dotted with windmills. The plateau itself is arid and exposed to extreme heat in summer. The red or grey stone (orthoceracne limestone, rich in fossils), of easy cleavage, was for centuries largely exported, and is still used for foot-pavements in the Swedish coast-towns. A small strip of land only, at the foot of the W. 'landborgar', is fertile and well peopled.

Borgholm (*Hot. Borgholm*, by the quay, good; *Stads-Hot.*; *Strand-Hot.*; *Bath Restaur.*), the capital of the island, with 1100 inhab., prettily situated, attracts sea-bathing visitors. From the E. end of the town a road and (through the grounds of the Kungstradgård) a path ascend in 1/4 hr. to the wooded hill to the S. (130 ft.). On the way we pass a modern 'bautasten' recalling the hunting-expeditions of Charles XV. At the top are the restaurant Höjden and the grand ruin of the **Castle of Borgholm*. The castle was begun by John III. on the site of an old fortress in 1572, and occupied in 1651-51 by Charles Gustavus of Pfalz-Zweibrücken (p. xlix) when heir-apparent, for whom it was afterwards extended by Nic. Tessin. In 1806 it was destroyed by fire. The Riks-Sal on the first floor affords a fine view. A little to the E. is a state domain with an agricultural school and a royal villa. — The island is rich in prehistoric antiquities, the chief of which may be visited by carriage (skjuts) in one day. Road to (13 Kil.) *Rälla*, a little short of which is the 'Fornborg', or prehistoric fortress of *Vipetorp*, about 650 yds. long. Further E. (5 min.) a path leads S. in 1/4 hr. to the church of *Högsrum*, the road to which diverges at Rälla (2 Kil.). Between Högsrum and *Nytorp*, 1 Kil. further E., are several old 'bautastenar', notably *Oden's Flisor*, and a large 'skeppsättning', a group of stones in the form of a boat, 36 by 7 yds. The road then turns N.E. to (6 Kil.) *Karum*. On both sides are similar prehistoric monuments, in particular *Noah's Ark*, a group of smaller stones, 29 by 8 3/4 yds., with suggestions of rowers' benches and a mast. We may return by *Gardslösa*, *Sörby*, and then either by *Räpplinge* or by *Köping*, about 22 Kil. — A narrow-gauge railway runs N. from Borgholm to (55 Kil.) *Böda*, a state-domain.

From Kalmar a railway (77 Kil., in 2 3/4-4 hrs.) runs N. to *Berga* (see below): 44 Kil. *Sandbäckshult*, junction of the line Mönsterås-Alsterbro (which is part of the line now being constructed from Asheda to the E. coast, p. 268); 61 Kil. *Ruda*, junction for (33 Kil.) Oskarshamn.

Oskarshamn (*Hot. Kung Oskar*; *Stads-Hot.*; pop. 7790), a ship-building town, trades in timber, grain, and cattle, and has a pretty promenade. Steamboat to Kalmar, see p. 269.

Railway to Nässjö, 148 Kil., in 3 1/2-4 1/4 hrs. (p. 267): 28 Kil. *Berga* (see above), 58 Kil. *Målilla* (branch to Säfsjö, p. 267); 65 Kil. *Hultsfred*, junction of branch-lines by *Spångenäs*, *Ankarsrum*, and *Jenny* to *Vestervik* (70 Kil.; p. 300), and to Linköping (p. 298); 127 Kil. *Eksjö*, with 4700 inhab. — From Oskarshamn to Linköping (187 Kil.; express in 5 1/2-6 hrs.; p. 298): to *Hultsfred*, as above; 86 Kil. *Vimmerby*, with 2430 inhab. (branch to Spångenäs, 18 Kil., see above); 127 Kil. *Kisa*. Then past several lakes, connected with Linköping by the Kinda Canal (p. 299). 143 Kil. *Rimforsa*; 167 Kil. *Bjärka* (branch to Åtvidaberg, p. 300); 174 Kil. *Sturefors*, these last being also stations of the Kinda Canal steamers.

42. The W. Coast from Malmö to Gotenburg.

Travellers coming from Trelleborg (p. 262) take the express to Gotenburg by *Malmö* and *Engelholm;* from Copenhagen the route by *Helsingör* and *Helsingborg* is shorter.

a. From Malmö to Engelholm and to Helsingborg.

From Malmö to Engelholm, 83 Kil., express in 2, ordinary in 3-4 hrs. — To Helsingborg, 63 Kil., express in 1½, ordinary in 2½ hrs. — From Malmö to *Gotenburg*, 300 Kil., in about 8 hrs.

Malmö, see p. 260. — The train skirts the Sound. 5 Kil. *Arlöf;* 10 Kil. *Lomma*, with brick-yards and cement-factory. We then turn inland. In the plain, on the right, we see Lund Cathedral. Nearing (16 Kil.) *Flädie*, we pass under the Lund and Bjerred line (p. 265).

25 Kil. *Kjeflinge*, on the *Loddeå*, where we cross the Landskrona and Sjöbo line (see below), is the junction of the lines to Lund and Trelleborg, and W. to *Barsebäckshamn* on the Sound.

34 Kil. *Teckomatorp* is the junction of the lines from Eslöf (15 Kil.; p. 265) to Landskrona and to Helsingborg (see below). The Engelholm line still runs N. 39 Kil. *Svalöf*, with an agricultural institution ('Svenska Utsädes-Föreningen').

60 Kil. *Billesholms Grufva.* Branches to Bjuf (p. 275) and to Landskrona (see below). The coal-fields extending N.W. from Billesholm and Qvidinge to Höganäs (p. 274) are the only ones in Sweden. More important are the clay deposits, supplying excellent material for the well-known 'Swedish clinkers' (tiles).

63 Kil. *Norra Vram*, station for *Vrams-Gunnarstorp* (left), an old estate with a château recently restored in the Dutch Renaissance style, surrounded by woods.

69 Kil. *Åstorp*, junction for Helsingborg and Vernamo (p. 275), for Helsingborg and Hessleholm (p. 275), and for Kattarp and Höganäs (28 Kil.; p. 274); 76 Kil. *Spannarp;* 83 Kil. *Engelholm* (p. 276).

From Teckomatorp the Helsingborg line runs W. to (40 Kil. from Malmö, 6 Kil. from Teckomatorp) *Billeberga*, junction for Landskrona.

Railway from Billeberga in 20 min. to (11 Kil.) **Landskrona** (*Stads-Hotel*, good), a seaport with 15,760 inhab., and a castle, completed in 1543, now a prison. Steamboat to Copenhagen twice daily; also to Malmö, and to Helsingborg, Halmstad, Warberg, and Gotenburg. Branch-railways to *Billesholms-Grufva* (26 Kil.; see above), and by *Kjeflinge* (see above), *Örtofta* (p. 265), and *Harlösa* (p. 265) to *Sjöbo* (p. 263).

Beyond (46 Kil.) *Tågarp* the Helsingborg train crosses the Landskrona and Billesholm line by a high iron bridge; on the right is the church of Ottarp. 65 Kil. *Ramlösa* (p. 275). — 68 Kil. *Helsingborg* (Central Station), see p. 273.

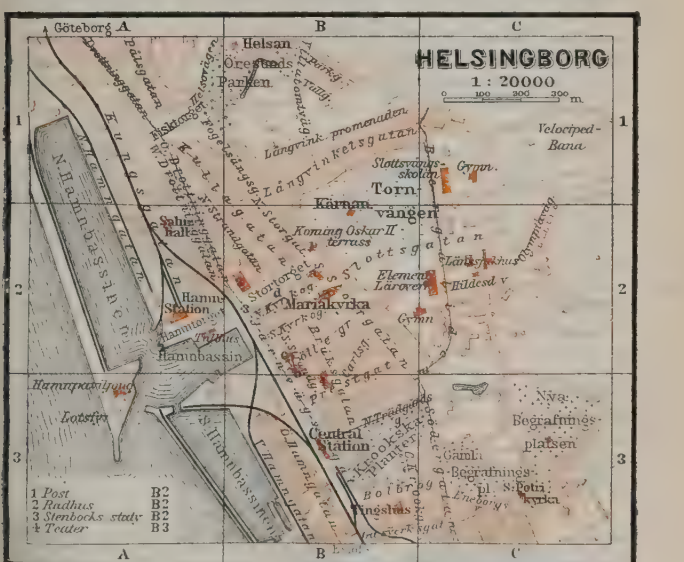
b. From Copenhagen to Helsingborg.

49 Kil. Express on the Danish coast-railway (comp. p. 422; through-carriages) in 1½ hr.; fares 3.80, 2.40, 1.40 kr. — From Copenhagen to *Gotenburg*, 295 Kil., in 7¼-9½ hrs.; fares 21.60, 13.10, 8.50 kr. — Steamer from Copenhagen to Helsingborg direct, once or twice daily in 2 hrs.; fare 1½ or 1 kr.

From *Copenhagen* to *Helsingör* (44 Kil.); thence by steam-ferry across the Sound, here only 4 Kil. broad, in 20 min., see pp. 422-24. The Swedish custom-house formalities take place on the quay at Helsingborg. An inscription by the landing-place records the arrival of Charles John (Bernadotte), as unanimously elected crown-prince of Sweden, on 20th Oct., 1810 (p. lii).

Helsingborg. — The *Central Station* (p. 57; Pl. B, 3) is on the S. side of the town, 6-7 min. from the market. The *Harbour Station* for the Gotenburg trains is at the steam-ferry landing-stage.

HOTELS (with restaurants). *HOT. MOLLBERG (Pl. a; B, 2), an old-established house at the upper end of the Torg, with baths, etc., R. 2½-5½, B. 1.35, D. 1½-2½, 'sexor' (p. xxiv) 2 kr. — H. D'ANGLETERRE (Pl. b; B, 2, 3),



Jernvägs-Gatan 13, R. 2-5, B. ¾-1¼, D. 1½-3½ kr.; CONTINENTAL (Pl. c; B, 2), both good, but near the noisy railway shunting. — Plainer, H. MUNTHE (Pl. d; B, 2), in the Stor-Torg.

RESTAURANTS: *Hamn-Paviljong* (Pl. A, 3), at the end of the outer pier (steam-ferry 3 ö.); *Terrass Rest.*, by the Kärnan (see below); both with view

of the Sound and evening concerts; also at *Helsan* (Pl. B, 1), with its saline spring and baths, 10 min. from the Rådhus.

Post Office (Pl. 1; B, 2), Stor-Torg. — Telegraph Office, by the custom-house at the harbour.

Tramways from the N. end of the town, past the chief rail. station, to the high E. suburbs (10 ö.), and to the S. end of the town; also from the rail. stat., S., to *Ramlösa* and *Ramlösabrunn* (3½ Kil.; p. 275), and thence to the fishing village of *Råå* on the Sound.

Helsingborg, a thriving seaport with 33,410 inhab. and extensive quays, stretches at the foot and on the slope of a range of hills (125 ft.) on the narrowest part of the *Öresund* or *Sound*, here only 2½ M. wide, opposite Helsingör and the Kronborg (p. 424). The Kärnan, the finest point of view, may be visited in 1½ hr.

The centre of the older part of the town is the market-place (*Stor-Torg*; Pl. B, 2), which ascends from the harbour past the modern Gothic *Rådhus*. An equestrian statue of *Count Magnus Stenbock* (Pl. 3; B, 2; 1664-1717), by H. Börjeson, erected in 1901, recalls the victory of that Swedish general over the Danes who, on Charles XII.'s defeat at the battle of Pultava (p. li), tried to reconquer Skåne. A little S. of the Stor-Torg is the Gothic *Maria-Kyrka* (Pl. B, 2), of the 13th cent., restored in the interior in 1898. The Jervägs-Gata leads S., past the station and the grounds of the *Krookska-Plantering* (Pl. B, 3), to a new quarter of the town with numerous factories.

From the upper end of the market-place we ascend a broad flight of steps and pass through a new gateway to the *Kärnan* (Pl. B, 1, 2), a conspicuous brick tower 102 ft. high, the relic of a castle often mentioned in the wars of the Hansa. Its walls, 13 ft. thick, are 197 ft. in circuit (adm. daily in summer from 8 to 8; 10 ö.; but 25 ö. from 11 to 2). The *View from the top (186 steps) is finest by morning light (comp. Map, p. 424); to the N. rises the Kullen. In front of the tower is 'Kung-Oskar-Terrass' (Restaur., p. 273). We may now leave the grounds on the N. side and descend from the Villatomtväg to the *Öresunds-Park* (Pl. A, B, 1).

The Drottning-Gata (Pl. A, 1) leads N.W. to the good *Sea Baths*, about 10 min. from the Fisk-Torg, and to several villas beyond. To the right is the viaduct of the Gotenburg railway. On the coast, about 5 Kil. N., is the royal château of *Sofiero*, and 3 Kil. farther is *Kulla Gunnarstorp*, a château of Count Wachtmeister, built in 1870, adjoined by a mediæval castle and a fine park.

An interesting Excursion may be taken to the promontory of Kullen. We go by the Gothenburg railway to *Kattarp* (in about ½ hr.; p. 275); then by branch-line (17 Kil., in ¾ hr.), past several small stations, to *Höganäs* (two stations; by the Öfre Station is Högenäs Hot., good; by the Nedre Station, Schweitz's Hot.), an industrial town of 5200 inhab., with old coal-mines and large factories of fire-proof bricks, glazed tubes, etc.

The wooded headland of **Kullen**, jutting N.W. into the Kattegat

like a huge finger, is a narrow mass of granite rising from the land that has subsided on each side of it, with its upper part worn by glacier action into round knolls, while its base is eroded by the breakers of the open sea. At *Höganäs Öfre* are carriages (5-8 kr.) and a motor-omnibus (1 kr. each pers.; railway being constructed) to (7 Kil.) *Krapperup*, with a château and park, and (3 Kil.) the fishing-village of *Mölle* (Hot. Elfverson, in an open situation, commended; H. Mölleberg; H. Kullaberg; H. Corfitzon). Here we hire a one-horse carr. (there and back 3 kr.), or walk in 1 hr., by the *Kullagård* (restaur. and pens.), to the extremity of the Kullen, crowned with the *Kullafyr* (lighthouse). We may also ascend the *Höga Kulla* (627 ft.), the highest point of the headland, 3/4 hr. E. from Mölle, or the *Norra Ljungås* (584 ft.), 35 min. N. of Mölle, both fine points of view. — In calm weather it is pleasant to row from Mölle round the Kullen, past several caverns in the rock, to *Arildsläge* (Hot.; about 13 Kil., in 3 hrs.; 4-5 kr.) on the Skeldervik. Some of the finest of the grottoes may also be reached from Mölle by land: the *Josephine-Lyst* (40 min.), *Djupadal* (40 min.), *Ablahamn* (3/4 hr.), and *Arildsläge* (1 1/4 hr.).

From Helsingborg (Cent. Stat.) to Hessleholm, 77 Kil., railway in 2-3 hrs. The line intersects the coal-field mentioned at p. 272. 3 Kil. *Ramlösa*, junction for Malmö and for Eslöf (p. 265); 5 Kil. *Ramlösabrunn*, with chalybeate baths, prettily situated (Hot. Societätshus); 18 Kil. *Bjuf* (branch to Billesholm, p. 272); 21 Kil. *Gunnarstorp;* the château of Vrams-Gunnarstorp (p. 272) is seen in the woods to the right; 24 Kil. *Åstorp* (p. 272); 26 Kil. *Kärreberga* (see below). Beyond (30 Kil.) *Qvidinge* (p. 272) we cross the *Rönneå*. Fine view of the wooded range of the Söderås to the right (see below). 35 Kil. *Klippan*, with a paper-mill, junction of branch-lines to *Skäralid*, *Röstanga*, *Billinge*, and Eslöf (40 Kil.; see p. 265), and by Östra Ljungby (see below) to Engelholm (27 Kil.; p. 276). 65 Kil. *Tyringe;* 72 Kil. *Finja*, on the wood-girt Finjasjö; 77 Kil. *Hessleholm*, see p. 266.

From Helsingborg to Jönköping by Vernamo, 246 Kil., express in 8 hrs. (no stop for meals). To (26 Kil.) *Kärreberga*, see above. 34 Kil. *Östra Ljungby*, junction of the line from Klippan to Engelholm. The scenery has the Småland character (p. 266). No important stations. 82 Kil. *Markaryd*, where we cross the Veinge and Hessleholm railway (p. 266), lies on the *Lagaå* or *Lagan*, whose wooded valley we now ascend. 96 Kil. *Strömsnäsbruk*, with a paper-mill; 132 Kil. *Ljungby* (Jernvägs-Hot.), on the right bank of the Lagaå, with 1030 inhab. and several factories, where the Vislända and Halmstad line branches off (p. 266). — 153 Kil. *Vidöstern*, at the S. end of the lake of that name. The line skirts the W. bank of this lake to (174 Kil.) **Vernamo** *(Jernvägs-Hot.)*, junction of the Halmstad and Nässjö line (p. 286), which we follow as far as (211 Kil.) *Vaggeryd*, and also of the Gotenburg and Alfvesta line (p. 276). The stations towards Jönköping are unimportant: 333 Kil. *Smålands Taberg* (p. 292); 246 Kil. *Jönköping*, see p. 291.

c. From Helsingborg by Engelholm to Gotenburg.

244 Kil. Express in 5 1/2-7 1/2 hrs. (two through-trains to Christiania, p. 97), ordinary in 8 1/2 hrs., starting from the Harbour Station (p. 273). Views chiefly to the left.

The W. Coast Railway ascends by a long viaduct. To the E. of the fertile plain rises the *Söderås* range. To the W. is the Kullen. 14 Kil. *Katlarp*, we cross the Åstorp (p. 272) and Höganäs line

(p. 274). Beyond 24 Kil. *Vegeholm* we cross the *Vegeå*, which separates *Malmöhus-Län* from *Christianstads-Län*. Wooded district.

27 Kil. **Engelholm** (*Hot. Thor*, very fair), with 3600 inhab., fishery, and corn-trade, lies on the *Rönneå*, which the train crosses, and is a junction for Malmö (p. 272) and for Klippan (p. 275). — 30 Kil. *Skelderviken* (Hot.), a small sea-bathing place on the bay of that name, which the Kullen bounds on the W. To the left is the fishing-village of *Skepparkroken*. To the right, in the distance, rises the long range of the *Hallandsås*.

40 Kil. *Förslöf*. Wooded heights alternate with arable land. We ascend the Hallandsås in curves to (45 Kil.) *Grefvie*, in view of the sea and the Kullen. We then descend the *Sinarps-Dal*, which expands, and cross an embankment 79 ft. high to (53 Kil.) stat. *Båstad*, about 3 Kil. from the bathing-place of that name.

The train enters the province of *Halland*, crosses the *Stensån*, and traverses a level tract. 59 Kil. *Skottorp*, near the estates of *Nya Skottorp*, where we cross the *Smedjeå*, and *Gamla Skottorp*, where Charles XI. wedded the Danish princess Ulrika Eleonora in 1680. — 68 Kil. *Laholm*, an old town with 1800 inhab., on the *Lagaå*, an excellent salmon-river, which we cross. By the *Kassefors*, 6 Kil. below Laholm, is a fish-breeding institute. 74 Kil. *Veinge* (p. 266); 77 Kil. *Genevad*, where we cross the river of that name; 81 Kil. *Eldsberga*. We near the sea, and beyond (85 Kil.) *Trönninge* cross the *Fyllcå*.

93 Kil. **Halmstad** (*Hot. Mårtenson*, connected with the Tivoli gardens; *Rail. Rest.*, D. 2 kr.; pop. 17,200), the capital of Halland, lies on the N. bank of the *Halmstadsbugt*, at the mouth of the *Nissaå*, which the train crosses by an iron bridge. The old *Castle* is now occupied by the Landshöfding. The *Church* of the 15th cent. has been restored. In the *Norra Port* is a small museum (adm. 25 ö.). — 94 Kil. *Halmstad Norra* is a station for slow trains only.

From Halmstad to *Vislanda*, see p. 266.

From Halmstad by Vaggeryd (Jönköping) to Nässjö, 196 Kil., express in 5½, ordinary train in 11 hrs. The train ascends the valley of the *Nissaå* or *Nissan*. 5 Kil. *Sperlingsholm*, an old estate of the barons and counts Sperling, with a modern château and large park. We cross to the left bank. 19 Kil. *Oskarström*, with a jute-factory, by a fall of the Nissaå. 39 Kil. *Torup*, on the *Kilaå*, a tributary of the Nissaå; 5 Kil. E. is the large paper-mill of *Rydö*. Crossing the river, we reach (47 Kil.) *Kinnared*, at the confluence of the *Vesterå* and the *Österå*, which form the Nissaå (branch-line to *Atran*, 18 Kil.). The main line now runs N.E. on the right bank of the Österå. 59 Kil. *Landeryd*, junction of the line by *Limmared* (p. 283), *Ulricehamn* on Lake Åsunden, and *Asarp* (p. 290) to Falköping (p. 290; 131 Kil. in 3¼-6½ hrs.). 73 Kil. *Smålandsstenar*, with factories, so called from an ancient group of stones (p. 282) 10 min. from the station. The country is wooded. — 115 Kil. Vernamo (*Rail. Rest.*), junction of the railway from Helsingborg (p. 275) and the Gotenburg and Alfvesta line (p. 283). — The line now bends N. and ascends the valley of the *Lagaå*. 123 Kil. *Hörle*, with factories; 143 Kil. *Skillingaryd*, with a military drilling-ground. At (152 Kil.) **Vaggeryd** (657 ft.; Hot.) the branch to *Jönköping* (35 Kil., in 1-2 hrs.; p. 275) diverges to the left. The Nässjö line ascends by (161 Kil.) *Hook* to (187 Kil.) *Fredriksdal* (1040 ft.), and then descends to (196 Kil.) *Nässjö* (p. 287).

The train passes near *Vapnö*, the estate of the family of Staël-Holstein. 112 Kil. *Brännarp*. Fertile country with many farms. On the left are the churches of *Steninge* and *Refvinge* and the estate of *Bårarp*. Then a hilly and wooded tract. On the right lie the farms of *Susegården* and *Fröllinge*. 116 Kil. *Getinge;* the village lies on the opposite bank of the *Storå*, which falls into the *Suseå* farther on, by the turreted château of *Mostorp*. The train crosses the *Suseå*.

136 Kil. **Falkenberg** *(Stads-Hot.)*, a town of 3880 inhab., with the remains of a mediæval fortress and a valuable salmon-fishery, on the *Ätraå*, which the train crosses.

From Falkenberg to Limmared (p. 283), 102 Kil., narrow-gauge railway in 4-5 hrs., by (80 Kil.) *Axelfors* (branch to *Svenljunga* and Hillared, p. 283, 24 Kil.).

To the right is the church of *Stafsinge*, and, near the small station of *Lis*, the old mansion of *Lindhult*. 153 Kil. *Trååker;* 157 Kil. *Himle*. We pass through a cutting in the *Apelviksberg* to the coast.

167 Kil. **Varberg** (*Stads-Hot.*, good; *Varberg's Hot.*, pens. from 3½ kr.), a town of 6780 inhab., with sea-baths and a conspicuous old castle, now a gaol, on the left. The quarries in the environs yield excellent granite for monuments and pavements.

From Varberg by Borås to Herrljunga, 127 Kil., railway in 4½-5½ hrs., through a pleasant country. 63 Kil. *Fritsla*, 72 Kil. *Viskafors*, 76 Kil. *Rydboholm*, all with large cotton-factories. 84 Kil. **Borås**, with two stations, Nedre (p. 292) and (85 Kil.) Öfre, a busy industrial town (Hot. Vestergodland; Hôt. du Nord; pop. 19,570), junction of the Gotenburg and Alfvesta railway, with houses mostly of timber. — 94 Kil. *Skogsryd*, on the *Öresjö*, which the line skirts; 116 Kil. *Ljung;* 127 Kil. *Herrljunga* (p. 289).

We skirt the coast, off which lies the flat island of *Getterö*, and cross the *Himlaå*. The coast becomes more rocky, with peninsulas jutting into the sea. On the left is the village of *Årnäs*, on the site of *Aranäs*, a trading town destroyed by the Norwegians in 1265. — 180 Kil. *Åskloster*, on the left bank of the *Viskaå*, which falls into the *Klosterfjord* here and is crossed by the train. Beyond (184 Kil.) *Backa* we reach the *Vendelsö Fjord* and cross the *Löftaå*. 197 Kil. *Åsa*, on the large *Kungsbacka Fjord*. The valleys between the barren cliffs are fertile and well tilled. On a peninsula to the left stands the old mansion of *Tjolöholm*. We ascend a valley, past the large villages of *Torpa* and *Tom*, and fine beech-woods, and cross the plain of *Dufveheden* to (208 Kil.) *Fjärås*, with its large church. To the E., above, lies the lake of *Lygnern*, dammed up by an old moraine, with *Gåsevadholm*, the estate of the barons of Silfverskjöld. We cross the *Rolfsa*, which descends from the lake. — 216 Kil. *Kungsbacka*, an old town which has given its name to the bay. Then over a marshy plain, and across the *Mölndalsa*, to (236 Kil.) *Fässberg*, the station for *Mölndal*, a town with cotton and weaving factories. 239 Kil. *Almedal* (p. 283), another busy industrial place. Lastly we re-cross the Mölndalsa by a viaduct 660 yds. long. To the right is the old bastion *Göta Lejon*, to the left the suburb of *Stampen*.

244 Kil. *Gotenburg* (Bergslagsbanans Station, Pl. F, 1).

43. Gotenburg.

Arrival. The sea-going steamers land at the *Stora Bommens Hamn* (Pl. D, 2), the canal-steamers at the *Lilla Bommens Hamn* (Pl. E, 1), both rather far from the hotels. (In *Sveriges Kommunikationer*, under 'Göteborg' a complete list is given of the steamers sailing 'Norrut, Söderut, and Vesterut'.) Hotel-omnibuses (½ kr.) and cabs meet the steamers. The *Stockholm Railway Station* (Statens Bangård; Pl. F, 1) is near the hotels. The other stations are a little farther off: *Bergslagsbanans Station* (Pl. F, 1), for the W. coast railway (R. 42), Borås and Alfvesta (p. 283), Trollhättan and Norway (R. 44), and Falun (R. 56); *Vestgötabanans Station* (Pl. E, F, 1), for Grafsnäs and Skara (p. 283); *Särö Station* (Pl. D, 6), near the Slottskogs-Park (Pl. p. 282. C, 7), reached by electric tram; *Tingstad Station*, on the right bank of the Göta-Elv, beyond the Hisingsbro (comp. Pl. E, 1), for Uddevalla and Strömstad (p. 283).

Hotels. *GR.-HÔT. HAGLUND (Pl. a; F, 2), E. end of Södra Hamn-Gatan, of the first class, with café, American bar, inquiry-office, etc., R. 3-15, B. 1, L. 2, D. 2¼-3½, in the restaur. 6 kr. *HOT. EGGERS (Pl. c; F, 2), Drottning-Torg 25, with café, R. 2½-8, B. 1, L. 1½, D. 2-4 kr.; *PALACE HOT. (Pl. i; F, 2), Södra Hamngatan, near the Brunns-Park, new, with café, etc., R. 3-15, B. 1, L. 1½, D. 2 or 3½ kr. — HOT. GÖTAKÄLLARE (pron. 'chéllara'; Pl. b; F 2), Södra Hamngatan 59, close to Hot. Haglund and owned by the same company, R. 2½-8, B. ¾, D. 1.40 to 2.75 kr.; HOT. KRONPRINSEN (Pl. g; F, 2), Drottninggatan 37, corner of Östra Hamngatan, united with the Central Baths (see below), R. 2-10, B. ½, D. 2 kr.; HOT. KUNG KARL (Pl. d; F, 2), Nils-Ericsons-Gatan 23, R. 1¼-5, B. ¾, D. 1¼-2, S. 1 kr., well spoken of; HÔT. DU NORD (Pl. f; F. 2), Köpmans-Gatan 50; STRAND HOTEL, by the post-office (Pl. E, 2), with restaurant and view of the harbour; HOT. ROYAL (Pl. e; F, 2), Östra Larm-Gatan 8 (breakfast only); HÔT. D'ANGLETERRE (Pl. h; F. 2), Nils-Ericsons-Gatan 9, R. 1¼-2½, B. ¾, D. 1¼ kr.

Restaurants. *Frimurare-Logen*, Södra Hamngatan 31; also, in summer, *Trädgårds-Föreningen* (p. 281; concerts in the evening, adm. 10 ö.; D. 2-3 kr.); *Henriksberg* (Pl. A, 4; see p. 281; trams 3 and 4, see below), with view of the harbour, D. 1½-2 kr., very fair; *Lorensberg* (Pl. G, H, 4; trams 4 and 5, see below), with a bust of the poet Vadmann by Molin. — **Confectioners:** *Bräutigam, Folkersson*, Östra Hamngatan 37 and 46.

The Gotenburg LICENSING SYSTEM, now in force, with modifications, throughout Sweden and Norway, has been in operation here for many years, and drunkenness has diminished greatly. A company, under supervision of the municipality, is alone entitled to retail spirits and to open a very limited number of shops, the salaried managers of which have no interest in the sale. The profits beyond 5 per cent are devoted to public and philanthropic purposes.

Cabs *(Droskor)*. Drive within the town, 1-2 pers. 75 ö., 3-4 pers. 1 kr.; longer drive 1¼-1¾ kr.; each trunk 10 ö. — By time, 20 min. for 1-2 pers., 1, 3-4 pers. 1¼ kr.; each 20 min. more 40 or 50 ö. — Carriages at the hotels about 4 kr. per hr., and fee.

Tramways *(Elektriska Spårvagnar;* fare 10 ö., incl. transfers or *öfvergångs-biljetter)*. Their centre is the *Drottning-Tory* (Pl. F, G, 2): their chief crossings are at the *Brunns-Park* (Pl. F, 2) and the *Lilla-Torg* (Pl. E, 2). The following start from the Drottning-Torg: 1 and 2. *Ring Lines* (white boards) Nils-Ericsons-Gatan, St. Eriks-Gatan, Post Office, *Lilla Torg*, Vestra Hamngatan, Victoria-Gatan, Vester-Gatan, *Slottskogs-Park* (Pl. C, D, 6), Linné-Gatan Södra Allee-Gatan, Victoria-Gatan, Vasa-Gatan, Kungsports-Avenyen (transfer-station, Valand), *Brunnspark*, Drottning-Torg (and back by same route). — 3. *Majorna Line* (Pl. A, 1), by *Lilla-Torg* and Drottning-Torg, to *Redbergslid* (Pl. J, 1; blue boards). — 4. From *Majorna* (Pl. A, 4), same as Line 3 to Brunnspark, then by Kungsports-Avenyen to *Götebergsäng* (Pl. J, 5; green boards). — 5 (red boards). From *Redbergslid*, as No. 3, to Brunnspark, then, as No. 4 to *Götebergsäng*. — 6 (yellow boards). From the *Drottning-Tory* to the Slottskogs-Park and to the S. end of the suburb of *Engegården* (Pl. p. 282, C. 9). Other lines scarcely concern tourists.

GÖTEBORG
1:18000
0 100 200 300 400 500 m
1 Bältespännare F.3
2 Ericsons Staty F.3
3 Fisk Hall D.4
4 Gustaf Adolfs Staty E.F.2
5 Kristine Kyrka E.2
6 Bethlehemskyrka F.4
7 Renströmska Bad D.4
8 Sjömanshem B.4
9 Synagoga F.2
10 Elementarläroverket för flickor F.5
11 Valand G.4
A B C D E F G H I K
Tingstad
Trollhättan
Stockholm
Redbergslid
Skara
Bad
Lilla Bommens Torg
Bommens Hamn
Bergslags Bangård
Stadion
Bergslagsgatan
Apologatan
Pallasgatan
Sotaregatan
Kapellagatan
Hamngatan
Jupitergatan
Lundby Hamn
St Eriks torg
Cellfängelse
Kurhus
Katholska K.
Statens Bangård
Arbetshus
Polhems Pl.
Odins platsen
Stampen
Balders platsen
Stampgatan
Pottighus An
Ran-torget
Ceres Allén
Medusagatan
Patrasgatan
Gubbenvägen
Kustlandsgatan
Dammvägen
Frigga Platsen
Stenbocksgatan
Gullbergsgatan
Igergat
Stora Bommens Hamn
Stenbron
Stora Hamnkanalen
Lilla Hamnkanalen
Lilla torget
Hamngatan
Kronhusgatan
Postgatan
Kungsgatan
Kyrkogatan
Kyrkogatan
Kyrkog

Steamboats, see *Sveriges Kommunikationer*, under 'Göteborg'. — **Steam Launches** (*Ångslupar*) from Skeppsbron (Pl. D, 3) to *Lindholmen* (Pl. A, 3) and *Blåsan* (Pl. A, 4) every 1/4 hr.; to *Klippan* (comp. Map, p. 282) every 1/2 hr.; to *Nya Varfvet* hourly; also several times daily to the sea-baths of *Langedrag* (in 1/2 hr.), *Styrsö* (in 50 min.), and *Sarö* (p. 283; in 1/2 hr.).

Baths. Warm, at the *Renströmska Bad*, Södra Allégatan (Pl. 7; D, 4); *Central-Bad*, at Hot. Kronprinsen (see above). — River Baths by the bridge to Hisingen (Pl. E, 1). — Sea Baths, see above.

Banks (open 10-2). *Riksbank*, Södra Hamngatan 27; *Göteborgs Bank*, Lilla Torg 6, corner of Vestra Hamngatan; *Skandinaviska Bank*, Vestra Hamngatan 6.

Booksellers. *N. J. Gumperts*, *W. Hartelius*, *Pilo*, *Wettergren & Kerber* (agents of the Svenska Turistförening), all in Södra Hamngatan. — Photographs: *H. & G. Hasselblad*, Södra Hamngatan 39. — Costumes and fancy articles: *Svenska Konstslöjd-Utställning*, Södra Hamngatan 45; *Konstfliten*, Nya Allé. — Nordisk Reisebureau (Cook's agent), in Hot. Haglund.

Post Office (Pl. E, 2), Skeppsbro. — **Telegraph** (Pl. E, 3), Vestra Hamngatan 15, corner of the Vallgata.

American Consul, *Mr. Wm. H. Robertson.* — **British Consul**, *Mr. J. Duff.* **English Church** (*St. Andrew's*; p. 282), 11.30 a.m. and 6.30 p.m.

Gotenburg (57° 42′ N. lat.; 11° 58′ E. long.), Swed. *Göteborg* (pron. Yöteborg), a thriving commercial and industrial city, and next to Stockholm the chief town in Sweden, is the seat of a bishop and of the Landshöfding of *Gotehorgs-och-Bohus-Län*. It lies in a broad plain on the left bank of the great S. estuary of the *Göta-Elf*, and has an excellent harbour, rarely blocked with ice. The town was founded in 1619 by Gustavus Adolphus. The Dutch settlers constructed canals in their national style; many Scots and Germans were also among the early colonists. The first strong impulse to its commerce was given by the continental blockade (1806), when Gotenburg formed the chief depôt of British trade with the north of Europe. Its commercial fleet of over 200 steamers trades all over the world. The chief exports are iron-ore, iron and steel, and timber, the last going mostly to Great Britain and France. There are numerous iron, steel, and engine works, cotton-factories, breweries, sugar-refineries, and ship-building yards. The population, which was 26,000 in 1840 and 76,400 in 1880, was 141,000 in 1906, or, including the E. suburbs of *Gullbergs Vass. Stampen*, and *Gamlestaden*, the S. and S.W. suburbs of *Haga*, *Albostaden*, and *Annedal*, and the W. suburbs af *Masthugget* and *Majorna*, about 157,000. Like Stockholm (p. 309) the town stands on a rocky site, entirely transformed by modern culture; but the rocky heights are gradually being built over.

The old town was enclosed by a moat and intersected by canals, the smaller of which have been filled up and converted into streets since 1860. The *Stora Hamnkanal* (Pl. D, E, F, 2) now alone remains navigable. Opening off it in the centre of the old town, is the chief square, the Gustaf-Adolfs-Torg (Pl. E, F, 2), with the *Exchange*, the *Rådhus*, built by Nic. Tessin in 1670, but much altered, and a *Statue of Gustavus Adolphus* (Pl. 4), the founder of Gotenburg, by Fogelberg (1854). This was the second statue cast at Munich. The first was wrecked, but recovered by sailors of

Heligoland, who claimed exorbitant salvage, and is now at Bremen. — A little to the S.E., at the end of the Stora Hamn-Kanal, is the small *Brunns-Park* (Pl. F, 2), with the fountain-figure of a Sower by Hasselberg. The broad Östra Hamngata, with its many shops, at the end of which is seen a *Statue of Charles IX.* by Börjeson, leads to the old Kungsport (p. 281).

At the back of the Rådhus, on the Stora-Hamnkanal, is the German *Christina-Kyrka* (Pl. 5; E, 3), containing the tomb of the Swedish field-marshal R. v. Ascheberg, governor of Skäne, Halland, and Gotenburg at the end of the 17th cent.

Göteborgs Museum (Pl. E, 2), immediately W. of the church, in the buiding of the old E. India Co., Norra Hamngatan 12, is open Sun. 1-3, Tues. to Sat. 11-3; Tues. and Frid. 50 ö., on other days free; in summer also on Sun., Frid., and Sat. from 6 to dusk.

In the Vestibule are allegorical frescoes, by *G. Pauli* (1896): Gotenburg in the middle, Commerce on the left, Science and Art on the right. Ground Floor. On the right, minerals. — First Floor: Coins; stamped copper plaques used as money in the 17th and 18th cent.; all the other rooms of the right wing contain natural history collections (whale 60 ft. long, etc.). — The left wing contains prehistoric antiquities, historical and art-industrial collections (furniture of a room of 1600; peasants' rooms, ecclesiastical antiquities in the 'Kyrksal', etc.).

The **Art Collection,** which in the department of modern Swedish painting (p. 328) surpasses that of the Stockholm National Museum (p. 328) in completeness, occupies the back-wing of the building. We may reach it direct from the vestibule by crossing the court and entering the door inscribed 'Museum'. — On the ground-floor are casts and works by Swedish sculptors: *P. Hasselberg*, Grandfather and grandson (p. 331); *Börjeson*, Game of bowls, etc.; in the first room on the right are pictures, furniture, and other objects from the Fürstenberg collection (see below), to which a short flight of steps ascends. — We mount the —

Principal Staircase: pictures, *N. Forsberg*, Gustavus Adolphus at Lützen; *G. Kallstenius*, Summer, and others. — Entrance Room: *R. Bergh*, Women by the fire-side; *O. Björck*, Portrait of V. Heidenstam, the author; *E. Josephson*, Spinner; *B. Liljefors*, Capercailzies; *A. Zorn*, On the staircase. — On the right is the Fürstenberg Collection (bequeathed in 1902), comprising about 200 pictures and a few sculptures: *F. v. Lenbach*, Portrait of himself; *A. Edelfelt*, Sea-piece; *B. Liljefors*, Owl, Cat lying in wait for birds, etc.; *A. Wahlberg*, May-day in Nice, moonlit landscape; *A. Zorn*, P. Fürstenberg and his wife; *F. Thaulow*, Winter landscape; *R. Bergh*, Northern summer evening. In this and the following rooms are sculptures by *P. Hasselberg*, Water-lily, Frog, Snowdrops, P. Fürstenberg and his wife. — The narrow flight of steps descends to the lower room of the Fürstenberg collection. — In the two side-rooms: *C. Larsson*, Renaissance, rococo, and modern art; *C. E. Skånberg*, Harbour of Dordrecht; *J. F. Raffaelli*, Paris boulevard: *R. Collin*, Summer. Adjacent is the zoological collection.

On the other side of the entrance-room: *P. Ekström*, Sunlight and snow (at Stockholm); *R. Thegerström*, H. Alfvén, the composer; *O. Björck*, The artist's wife; *B. Östermann*, Jonas Lie, the author; *O. P. U. Arborelius*, Pond in a forest; *V. Fahlcrantz*, Motalaström. — In the room adjacent on the right: *Chr. Krogh*, A difficult channel; *E. Petersen*, Noon; *R. Verenskiold*, Autumn; *A. Edelfelt*, At the piano; V. Vallgren, the Finnish sculptor, and his wife; *J. Skovgaard*, Oak-forest in Sweden; *P. S. Krøyer*, Messalina. — In the next room: *B. Lindholm*, Breakers, November evening; *H. Birger*, Breakfast of artists in Paris; *J. W. Wallander*, On the moor. Invalid; *J. F. Krouthén*, Summer near Skagen; *A. Zorn*, Girls bathing. — Then: *A. Österlind*, An accident; *C. E. Skånberg*, Canal in Venice; *E. Skånberg*, Portrait of C. E. Skånberg, the painter; *G. Cederström*, Salvation

army in a Parisian cabaret; *C. G. Hellqvist*, Louis XI. in his garden, enjoying the sight of executed opponents; *H. Salmson*, Turnip harvest in Picardy; *N. Forsberg*, Acrobats. — In the long Room: *F. J. Fagerlin*, Interior of fisherman's cottage, Boys playing cards; *G. Saloman*, News from the Crimea; *J. E. Bergh*, Waterfall with saw-mill, Swedish landscape; *C. J. Höckert*, Queen Christina of Sweden ordering the execution of Monaldeschi, her favourite, at Fontainebleau; *A. Wahlberg*, Swedish landscape. — In the first of the two small cabinets are pictures by *Ad. Tidemand*, First meeting, Dying bear-hunter; *V. S. Lerche*, Visit of the cardinal; *H. F. Gude*, On Christiania Fjord, Funeral on the Sognefjord. — In the second cabinet: *Morten Müller*, Landscape; *H. Jerichau*, In Capri. — In the Staircase: *C. Fould*, Buried alive. — The older paintings include nothing of importance. Lastly etchings by *A. L. Zorn*, drawings by *C. Larsson*, water-colours and pastels. — Adjacent are the Ecclesiastical Antiquities (p. 280).

Opposite the Museum are bridges crossing the canal to the Vestra Hamngata (see below) and the Lilla Torg (Pl. E, 2), where a statue, by Börjeson, of the merchant *Jonas Alströmer* (1685-1761), a promoter of the Swedish wool-industry, has been erected. To the W. of the Torg is the *Residens* of the *Landshöfding* (Pl. D, E, 2).

The **Harbour** flanks the Göta-Elf. The *Stora Bommens Hamn* (Pl. D, 2), whence the sea-going and coasting steamers start, is adjoined on the N. by the *Custom House* (Tull-och-Packhus). The *Skeppsbro* (Pl. D, 3) is the chief haunt of the steam-launches. The canal-steamers start from the *Lilla Bommens Hamn* (Pl. E, 1), to the N.

Several bridges cross the old moat, which separates the old town from the new (p. 279), two of them prolonging the Vestra Hamngata and the Östra Hamngata (p. 280). The latter bridge, called 'Kungsports-Bro' after an old town-gate, leads to the grounds by the *Theatre* (Nya Teater; Pl. F, 3). Opposite the theatre rises the original of Molin's fine group of the **Bältespännare* (Pl. 1; see p. 330). — Behind the theatre lies the pleasant *Kungspark* (Pl. E, F, 4, 3). — In the opposite direction, beyond the Bältespännare, is one of the two chief entrances to the pretty grounds of the **Trädgårds-Förening** ('garden society'; Pl. G, 2, 3; adm. 10ö.). The other entrance is on the N. side, near the Slussbro. The hothouses (25 ö.) contain beautiful palms, orchids, and other exotics. A band plays noon and evening in summer near or in the restaurant (p. 278).

The residential quarter of Gotenburg lies S.E. of the Kungspark. In the Kungsport Avenue, close to the Nya Allée, rises a statue, by J. Fallstedt, of *John Ericsson* (Pl. 2; F, 3), inventor of the screw-propeller (1803-89). Farther S. is the Vasa-Gata (Pl. F, 4), adjoined by the *Vasa Park* and the new buildings of the *University* (*Hög-Skola*; Pl. F, 4), founded by subscription in 1887, as yet a faculty of classical studies only (endowment 3½ mill. kr.; 14 professors, 12 lecturers, 100 students and about 1000 free 'hearers'). Near the N.E. end of the Vasagata is the *Valand* exhibition-building, containing a school of drawing and painting. At the S.W. end of the street is the *Town Library*, completed in 1900 (Pl. E, 4, 5; 100,000

vols.; ceiling-paintings by G. Pauli). To the N. of it rises the *Haga-Kyrka*. At the corner of the Engelbrekts-Gata and Victoria-Gata is the *Primary Girls' School* (Elementarläroverket för Flickor; Pl. 10, F, 5), with wall-paintings by C. Larsson, of woman's life in Sweden from the earliest times to the present day. In the Victoria-Gata is the reservoir of the water-works (Pl. F, 5). — A general view of town and harbour is obtained from *Skansen Kronan* (Pl. D, 5), a hill to the S.W. of the town, laid out as a public promenade, with an old fort. The massive tower, with its conspicuous gilded crown, now contains an artillery museum (Sun. 1.30 to 3 o'cl., 10 ö.; Wed. 2-3, 25 ö.).

The W. suburbs, **Masthugget** (Pl. B, C, 4, 5), with the *St. Johannis-Kyrka* and the Gothic *Oskar-Fredriks-Kyrka* (Pl. B, C, 5; by Zettervall, 1888-92), and **Majorna** (Pl. A, 4, 5), with the *Karl-Johans-Kyrka*, contain numerous factories, and are reached by tramways Nos. 3 and 4 (see p. 278). Between the stations of Stigbergsliden and Stigbergstorget (Pl. A, 4), on the right, is the restaurant of *Henriksberg* (Pl. A, 4; p. 278), affording an admirable view, especially by evening light, of the broad river and the island of Hisingen, with its ship-building yards and dry-docks. — From the Stigbergs-Torg the Ban-Gata leads to the left, past a small cemetery, to the Djurgårds-Plats (Pl. A, 6) and to the N.W. entrance of the Slottskog (20-25 min.). Or we may return by tram to the Jerntorg (Pl. C, 4), and change to the Ring Line.

The workmen's suburb of *Annedal* (Pl. D, E, 6), planned like that of Mülhausen in Germany, is adjoined on the S.W. by the ***Slottskog Park** (comp. Pl. A-D, 6, and see annexed Plan; trams Nos. 1, 2, and 6, see p. 278, lead to the N. E. entrance). These public grounds, with their fine old oaks, ornamental lakes, cafés, etc. (no spirituous liquors), extend over several rocky hillocks and afford good views, notably from the ***Stora Utsigt** (Pl. B, 6), a tower built at the N. end in 1899, from the *Lilla Utsigt* near the dairy, and from the *Bergsklyftan* near the *Hjört-Park* (with deer and elks). At the S. end of the park is a medallion-bust of the merchant *A. Kobb* (Pl. B, C, 9), a benefactor of the park.

Among other churches are the *English Church* (Pl. E, 3), Hvitfeldt-Plats, and the Rom. Cath. *Church* (Pl. F, 1), Spanmåls-Gata.

In the S.E. environs are numerous villas of the merchants of Gotenburg, mostly on the Danska Väg (Pl. K, 4). We may go by tram (No. 4 or 5, p. 278) by Lorensberg to the Örgryte-Väg (Pl. I, 5). We follow the latter street, cross the Mölndalså, pass under the Halland railway, skirt the little *Örgryte-Kyrka*, with its churchyard, and (1/4 hr.) reach the entrance (on the left) to the late Mr. J. Dickson's villa of *Öfverås*, generally open. Fine view from the hill behind the house, to the left. Farther on is the red brick *Nya Örgryte-Kirka*, on the right. — About 3 Kil. beyond the Mölndalså bridge the Danska Väg joins the Redbergs-Väg (tram No. 3 or 5; p. 278). To

SLOTTSKOGSPARKEN
1:19.500
0 100 200 300 400 500 m
A
B
C
Djurgårdsp:n
Augustabergs g:n
Åsbergs g:n
Masthuggs Bergen
Stora Utsigten
Björndal
Ålderdomsh:t
Lilla Utsigten
Restaur.
Hjort Park
Bergsklyftan
Valhalla
Björngrd
Musikpaviljong
berget
Lekplan
Trädgårds mästare
Edegården
Bråge höjden
Lundby
Djurås
Rödja
Halfvardsäng
Vikan
Bräckö
Santegård
Ardal
St Rödjan
Ryanabb
Lilla Elfsborg
Elfsborg
NYA WARVET
Gamla Elfsborg
GÖTEBORG
Slottsskogs parken
Trädgården
Ängegården
Karantänsh:t
Karingsby
Ekkrun
Wessingsö
Pilgrimstad
Grimmered
Högsbo
Westerberget
Engholmen
Predagstomten
Fiskehäck
La Hagen
Ekedack
Stamtomten
Flatås
Fässberg
Saltholmen
Lyngskär
Tofta
Ryrsås
Ryrsås
St Röfön
Askim

the right lies the *Eastern Cemetery* ('Östra Begrafningsplatsen'), containing monuments to Bengt Fogelberg by Molin, to Sven Rentström by Scholander, and others.

From Gotenburg to Särö, 24 Kil., Railway in 55 min., from the station by the Slottskog Park (see annexed Plan, C, 7, reached by tram Nos. 1, 2, or 6; p. 278). Also steamers several times daily (p. 279). — **Särö**, a rocky island connected with the mainland by dams, with a good hotel (R. 1½-3 kr.) and restaurant, and pleasant grounds, etc., is a favourite sea-bathing resort.

From Gotenburg to Alfvesta, 221 Kil., Railway in about 6 hrs. (station, see p. 278). At *Almedal* (p. 277) the train diverges from the Helsingborg line and ascends. 9 Kil. *Mölndal* (p. 277); 15 Kil. *Mölnlycke*, with factories. — 35 Kil. *Hindås* (443 ft.; Turist-Hot., R. 2-3 kr.), the chief winter-sport resort in W. Sweden. — Then a tunnel. Beyond (47 Kil.) *Bollebygd* we pass through a pretty wooded and rocky district, with the falls of the *Sörå*; then skirt the *Viaredsjö* to (72 Kil.) **Borås Nedre**, junction of the lines to *Varberg* (p. 277) and to *Herrljunga* (p. 289). The train winds uphill and passes through a tunnel. 94 Kil. *Hillared* (branch to Axelfors, p. 277); 112 Kil. *Limmared*, junction for Falköping and Landeryd (p. 277), and for Falkenberg (p. 277). We soon reach the highest point on the line (722 ft.). 172 Kil. *Vernamo*, junction of the Halmstad-Nässjö (p. 276) and Helsingborg-Jönköping (p. 275) lines. — 221 Kil. *Alfvesta* (p. 266).

From Gotenburg to Skara and Gössäter, 156 Kil., narrow-gauge line in 5½ hrs. (station, see p. 278). The line at first runs parallel with the Bergslags-Bana (see below), which it crosses by a viaduct at (4 Kil.) *Lerje*. — 60 Kil. *Gräfsnäs* (Jernvägs-Hot.), with a ruined castle; 86 Kil. *Tumleberg*, junction of the branch to *Håkantorp* (12 Kil.; p. 286), which is continued to *Lidköping* and *Forshem* (Kinnekulle, p. 287). 95 Kil. *Vara* (p. 286); 129 kil. *Skara* (p. 286); 139 Kil. *Lundsbrunn*, with a chalybeate spring; 156 Kil. *Gössäter* (p. 283), at the E. base of the Kinnekulle.

44. From Gotenburg to Venersborg. Lake Venern. Western Göta Canal.

86 Kil. Railway in 2-2½ hrs. ('Bergslags-Bana' to *Öxnered*, and 'Uddevalla-Herrljunga-Bana' thence to *Venersborg*).

Or we may take the Canal Steamer from Gotenburg to *Trollhättan* (7-9 hrs.; fares 4½, 3¾, with cabin; 3 kr. with berth in the Saloon; Kom. 320, 410), a voyage which offers little attraction beyond the Göta-Elf itself and a glance at the ruin of Bohus. At Lilla Edet and Åkerström are rapids and small locks. To see the Trollhätta Falls we land at Åkersvass (p. 285), as they are not visible from the steamer when it passes through the locks (about 2 hrs.). Travellers who intend to go on by the steamer should arrange with the captain as to rejoining it at the highest bridge.

The 'Bergslags-Bana' ascends the broad valley of the *Göta-Elf*. To the right, the suburb of *Stampen;* then the *Göta Lejon*, an old redoubt; to the left, *Gullbergs Vass*. At stat. *Olskroken* the Stockholm line diverges to the right (R. 45), and we pass under the Gössäter line (see above). To the left appears the river. The valley is flanked with low rounded gneiss hills overgrown with brushwood. Several small stations. Beyond (15 Kil.) *Surte* we see on the left the large ruined castle of *Bohus*, which gives its name to this district *(Bohus-Län)*. 25 Kil. *Nöl;* 37 Kil. *Alfhem*, junction of a branch to *Lilla Edet* (15 Kil.; see above). We leave the valley and ascend to the right. Scrubby woods, a feature of W. Sweden.

56 Kil. *Upphärad.* The view becomes more open, and a few fields are seen. Stat. *Velanda*, prettily situated; on the right, the Halleberg and Hunneberg (p. 286).

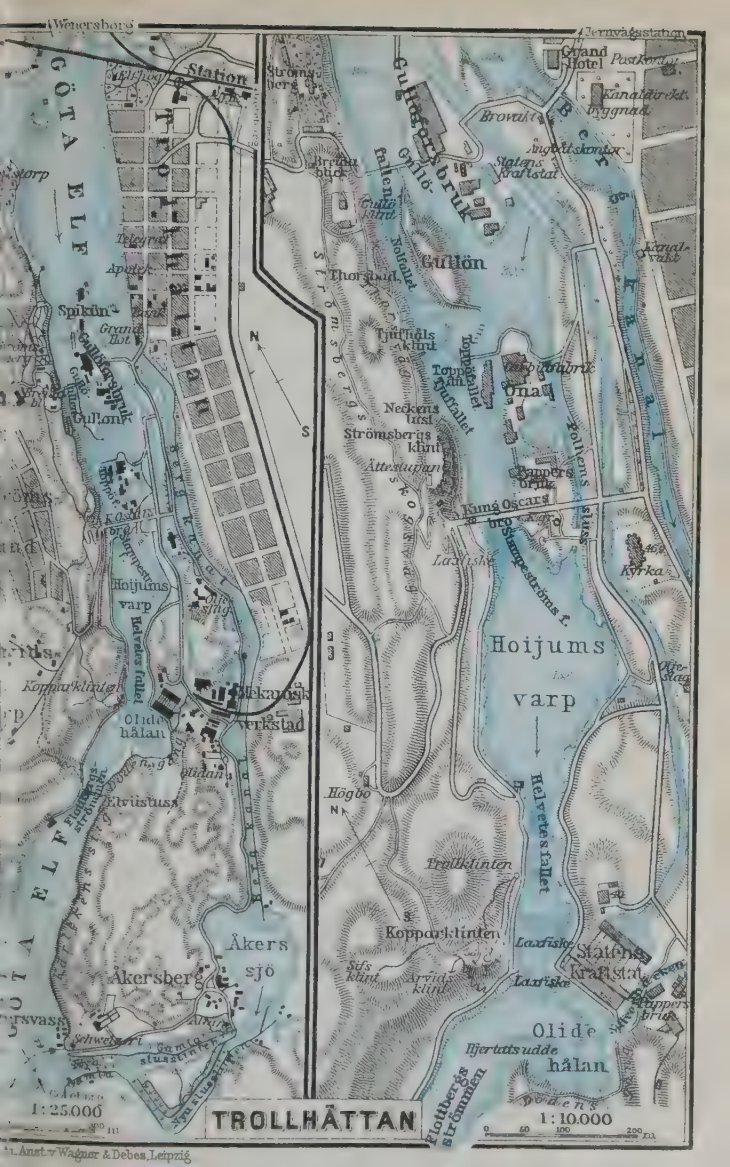
72 Kil. **Trollhättan.** — At the *Station* carriages from the hotels meet the trains (1/2-1 kr.). — The *Steamboat* touches at *Åkersvass*, at the lower end of the canal (hotel-carriages meet the boats), and at the *Grand-Hôtel*, at the upper end.

Grand Hotel Trollhättan, 1/4 hr. from the station, good, R. 1 1/2-3 1/2, B. 80 ö. to 1 1/4, D. 2-3 kr.; Jernvägs Hot. (*J. H.* on the Map), at the station, very fair. — In summer, rooms had better be ordered by post-card. — *Carriage*, 1-2 pers. 1.50 for first hr., 1 kr. each hr. more.

A visit to the Waterfalls and the Canal takes at least 3 1/2-4hrs.: From the station to the quay of Åkersvass 4 Kil. (on foot, incl. visit to locks, 1 1/4-1 1/2 hr.; by carr. 1/2 hr.); by footpath to the Flottbergström 1/4 hr.; on the right bank, either over the Kopparflint, or by the water-side to the Breidablick 3/4 hr.; back to Kung-Oscar's-Bro 20 min.; on the left bank visit the Toppö, and return to the station, 1/2 hr. — Steamboat-passengers land at Åkersvass and rejoin the boat at the Grand Hotel (see above). — The *Turist-Comité* has published a large map of the region (75 ö.).

Trollhättan, a town of about 6050 inhab., consists almost entirely of factories, driven by the cataracts of the Göta-Elf, the so-called *Falls of Trollhättan*, and of workmen's houses. The river has forced its way through a barrier of granite, and in a course of 1600 yds. descends 108 ft.; its enormous volume is estimated at 600 cub. yds. per second, of some 200,000 horse-power. Little of this has yet been utilized, but the new power-station of 1908 is expected to withdraw 65,000 horse-power from the cataracts. The chief falls are separated by islands. Though not picturesque, the scene is highly impressive. The great mills and factories, and notably the locks on the left side of the river, are highly interesting.

As the scene is most effective when approached from below, railway (as well as steamboat) passengers should begin their visit at Åkersvass. We follow the broad road from the station, leading to the right through the town of Trollhättan, and cross the N. entrance to the canal by the bridge beyond the Grand-Hôtel. By the Brovakt, just beyond the bridge, we follow the road to the left, on the right bank of the canal. We pass the large brick *Kyrka*, which rises a little to our right, and (3/4 hr. from the station) the *Mekanisk Verkstad* (locomotive-works) of Nydqvist & Holm, and (in 20 min. more) reach the houses of *Åkersberg*, on the Åkersjö, with the offices of the lock-administration. Here begin the eleven 'new' **Locks* constructed by *Nils Ericson* (p. 317) in 1836-44, ascending in steps, 108 ft. in all. Each is 38-39 yds. long and 8 3/4 yds. wide They are hewn in the rock, and are separated from each other by double-winged gates Over 9000 vessels pass through them annually, passing-places being afforded by larger basins which divide the system into three different sections. The 'old' locks, opened in 1800, are still used, but by small vessels only. Visitors may walk along either side of the locks and cross by any of the gates. A good survey is obtained from the *Åkersberg Altan*, to which a finger-post indicates the way to the left.


Wenersborg
Järnvägsstation
Station
Grand Hotel
Postkontor
Kanalförvaltn. byggnad.
Strömsberg
Gullspångs bruk
Brofvaktst.
Ångbåtskontor
Statens kraftstat
Bro
Gullö-fallen
Gullö klint
Kanalvakt
Tågvaktst.
Apotek
Thorsklint
Gullön
Kanalvakt
Spikön
Grand Hot.
Tjufhåls klint
Gullspångs bruk
Toppfallet
Gullön
Neckens lust
Strömsbergs klint
Ättestupan
Pollens
Kampers bruk
Kung Oscars bro
Kung Oscars
Skansen
Skansen
Laxfiske
Skeppströmmens f.
Kyrka
Hoijums varp
Helvetesfallet
Kopparklinten
Olide hålan
Verkstad
Högbo
Trollklinten
Kopparklinten
Åkers sjö
Åkersberg
Laxfiske
Statens kraftstat
Arvidsklint
Sils klint
Laxfiske
Olide hålan
Ijertatts udde
Hjertbergs strömmen
1:25.000
TROLLHÄTTAN
1:10.000
1. Anst. v. Wagner & Debes, Leipzig

At the lower entrance to the locks lies *Åkersvass* (p. 283; rfmts. at the 'Schweizeri'), where steamboat-passengers from Gotenburg land. Up-stream we follow the 'Kärlekens-Stig', from which we see how the river has eroded the granite. By the stone steps on the left (¼ hr.) is the *Elvii-Sluss*, a lock begun by Polhem and Wiman in 1751-55, but unfinished (comp. p. 289). By the *Flottbergsström*, the lowest of the rapids, we cross the river and ascend on the right bank. Below the Helvetesfall a steep flight of steps to the left ascends the *Kopparflint* (187 ft.; iron pavilion at the top), whence a path descends to the Strömslund road. This road descends to the right, and from it we take the 'Strömbergs-Skogsväg' diverging to the left.

It is more interesting to follow the bank, past the *Helvetesfall* ('hell-fall', 24 ft. high) and the *Hoijumsvarp* basin, up to the *Stampeströmsfall* (8 ft. high), at the foot of which, by the salmon-fishing apparatus, is a platform overlooking the seething cataract. Further up we pass under Kung-Oscar's-Bro to a bench, where we see the *Tjuffall*, the Toppö, and the Toppöfall (see below). We turn here, and, by the bridge, mount the steps to the Strömslund road. After a few paces we ascend in steps to the right to the 'Strömbergs-Skogsväg', which leads in ¼ hr. to the *Breidablick*, a good point of view. A little to the N. is the villa *Strömsberg*. The view embraces the calm upper course of the Göta-Elf, with the railway-bridge (p. 286), as far as the Halleberg and Hunneberg (p. 286). — Returning a few paces, we now follow a path branching off to the E., past the *Skogsstjernan* café, to the mill on the *Gullöklint*, where we have a view of the *Nölfall* and the island Gullö; then turn back for a few paces and go to the left to the *Thorsbad*, a resting-place with an iron platform just above the cataract. Farther on, passing an iron terrace on the *Tjufhålsklint*, we come to the *Strömsbergsklint*, a jutting rock overlooking most of the falls. We descend to the —

Kung-Oscar's-Bro (128 ft.), built in 1889, which affords a general view of the Toppö falls. Beyond the bridge, a few paces below it, on the right, is the *Kungsgrotta* (Kgr. on the Plan), being half of a glacier-cauldron, bearing the chiselled names of princely visitors. A little beyond it the road crosses the unfinished Polhems-Sluss (comp. p. 289).

On the left bank a path to the left leads to the bridge crossing to the island of *Öna*. Here we pass round the yard of the large carbide-factory, cross another bridge, pass a cellulose-factory, and reach a small swaying suspension-bridge (25 c.; at most two pers. at a time), leading to the *Toppö*. The island lies in the middle of the grand **Toppö-Fall*, the highest (42 ft.) of the series, the branch next the right bank being called the *Tjuffall* ('thief's fall'). The huge seething and thundering volume of water presents a very impressive scene. — A bridge (25 ö.) connects the upper end of the

island with the wooded *Gullö*, the N. end of which overlooks the *Gullö-Falls*, 23 ft. high, and the river above them. The dam for the new power-station is being constructed here.

Beyond Trollhättan the railway crosses the Göta-Elf, but the falls are not visible from the train.

82 Kil. **Öxnered** (*Jernvägs-Hot.*, by the station; *Stads-Hot.*, 1/4 hr. from it) is the junction of the Bergslagsbana (p. 283), which goes on to Mellerud (for Christiania), Kil, and Falun (p. 364), with the Uddevalla (p. 104), Venersborg, and Herrljunga line. Afternoon trains stop here for dinner. Change for Venersborg (4 Kil.), to which, if the train does not suit, we may drive. Rail and road cross the *Vassbotten* ('reedy hollow'), a small bay of *Lake Venern*.

86 Kil. **Venersborg** (*Stads-Hot.*, 1/4 hr. from the station, with restaur., good; *Strömsborg*, a popular garden), a widely-built town with 7150 inhab., at the S. end of *Lake Venern*, lies on the N. end of an island bounded on the W. by the Vassbotten, S. by the *Karlsgraf*, and E. by the *Göta-Elf*, the effluent of the lake. The Karlsgraf forms part of the Göta Canal, constructed in order to avoid the fall of the Göta at Rånnum (see below), and has two locks at *Brinkebergs-Hulle*, 4 1/2 Kil. S. of Venersborg.

On the left bank of the Göta-Elf, S.E. of Venersborg, rise the steep wooded *Halleberg* (545 ft.) and the *Hunneberg* (486 ft.), with lakes and moors on their plateaux, and stocked with elks (royal preserve).

From Venersborg to Herrljunga, 65 Kil., Railway in 2-3 hrs. The train soon crosses the Göta-Elf, which here has a fall of 19 ft., and runs past (5 Kil.) *Rånnum*, and between the Halleberg and the Hunneberg, to (10 Kil.) *Lilleskog*, prettily situated at the foot of abrupt diorite cliffs (p. 287). Close by the station is an old circular Thingstäde, for popular meetings, with upright stones. To the left lies the *Dettern*, a bay of Lake Venern. — 37 Kil. *Håkontorp*, junction of narrow-gauge lines to *Tomleberg* and to *Lidköping*, see p. 283); *Vara* (Jernvägs-Hôt.), junction for Gotenburg and Gössäter (p. 283); 65 Kil. *Herrljunga*, p. 289.

From Venersborg by Steamboat on Lake Venern and the W. Göta Canal to Karlsborg on Lake Vettern.

Steamboat (Kom. 320) in the direction of Stockholm 5 times weekly (once by Lidköping, Hellekis, and Mariestad; also 5 times in the reverse direction, down the Trollhätta Canal to Gotenburg): to *Motala* (p. 295) in 28-36 hrs.; fares 16.50, 13.75 kr., with separate cabin; 11 kr., with berth in saloon (to *Stockholm* in 56-61 hrs.). The W. Göta Canal (W. of Lake Vettern) is inferior in scenery to the E. Göta Canal. Most travellers will visit the latter only, as the voyage all the way from Gotenburg to Stockholm (60-70 hrs.; 30, 20, 12 kr.), though pleasant and restful in fine weather, is a little tedious. The food on board is good: tea or coffee with bread 35 ö.. Smörgåsbord 1 kr., with a hot dish 1 1/4 kr., D. 2-2 1/2 kr. — Maps, with description, to be had on board (1-1 1/2 kr.).

Lake Venern (145 ft.), 2150 sq. M. in area, and 292 ft. deep, is the largest fresh-water lake in Scandinavia. Like Lake Vettern, it belongs to a prehistoric arm of the sea, which once separated Skåne

from the rest of Sweden, even after the ice-period, and is now a most important link in the *Göta Canal* system (p. 288). It is bounded on the N. by Vermland (p. 302), a region of lakes and forests, whence the great *Klarelf* falls into it. Towards the W. it is connected with the lakes near Frederikshald by the *Dalsland Canal* (p. 363), constructed in 1863-68, one of the grandest canals in Sweden (255 Kil. long; 29 locks), but only partly used since the opening of the railway (p. 97).

The S. part of Lake Venern, which the canal-steamers traverse, is not very attractive. Looking back, we obtain a pleasing view of the Halleberg and Hunneberg (p. 286). The quick boats take 7 hrs. to Sjötorp, where the E. Göta Canal begins. About halfway, on the *Kollandsö*, an island fringed with rocky islets, is the well-preserved mediæval château of *Leckö*, with several towers, now state property.

By Leckö, to the S., opens the *Kinne Vik*, a bay on whose E. bank rises the Kinnekulle. On its S. bank, 5 hrs. from Venersborg, is —

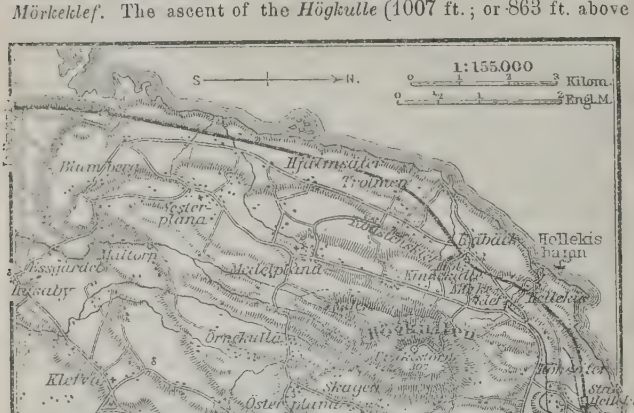
Lidköping (*Stads-Hot.; Hot. Svea*, both good; pop. 6400), the oldest town on Lake Venern, at the mouth of the *Lidaå*. After several fires, the town and church have been rebuilt since 1849.

From Lidköping to Håkantorp, narrow-gauge railway, 28 Kil., in 1-1/2 hr.; thence to *Venersborg*, see p. 286. By *Skara* to *Stenstorp*, see p. 290. By *Källby*, *Blomberg*, (22 Kil.) *Råbäck*, and (26 Kil.) *Hellekis* to (29 Kil., in 1-1 1/2 hr.) *Forshem*, junction for Gothenburg (p. 283). Beyond Forshem are (27 Kil.) *Mariestad* (p. 288) and (43 Kil., in about 2 hrs.) *Moholm* (p. 290).

The **Kinnekulle** (pron. 'chin'), an isolated range, extending 14 Kil. from N. to S., and 6 Kil. from E. to W., rises in different geological strata. The lowest, on the W. side (Husaby, Klefva, Kjestad), consists of sandstone with alum-slate; the second (Vesterplana, Maltorp, Österplana) is limestone; the third (Medelplana) clay-slate; the highest (Högkullen) layer is of diorite, an eruptive mass which once covered the whole hill and thus preserved the lower and softer formations from destruction. Isolated rock-formations of this kind, differing from those of the environs, are relics of a vast sedimentary mantle covering the gneiss, and form a characteristic feature of the whole region between Lakes Venern and Vettern. Thus the Halleberg and Hunneberg (p. 286), the Mösseberg and Ålleberg (p. 290), and the Billingen (p. 290). So also the Kinnekulle, with its valleys and woods, its bold cliffs ('klefvor'), its rich vegetation, and its numerous farms and pastures, forms an interesting little world of its own.

It is most conveniently visited from *Råbäck* (1 hr. from Lidköping), on the railway skirting the hill and the lake. The steamers touch at *Hellekishamn* (also 1 hr. from Lidköping), near the old manor of *Hellekis*, with its beautiful park, now owned by a company, which is 1/2 hr. from Råbäck. (The mansion contains the estate offices, a post-office, and a geological collection.) — At *Råbäck* are

the *Hot. Kinnekulle* (R. from 1½ kr., good; 5 min. from the station) and Baron Klingspor's estate of *Råbäck*, with its charming park, to which visitors are kindly admitted. Pleasant walk of ¼ hr. to the *Mörkeklef*. The ascent of the *Högkulle* (1007 ft.; or 863 ft. above



the lake), the highest point of the Kinnekulle, takes 1-1¼ hr.; the top commands an extensive view. Belvedere (59 ft. high; adm. 25 ö.), with a few beds for travellers who wish to see the sunrise.

Those who spend some days in this region should visit *Medelplana*. *Vesterplana* (2½ hrs. from stat. Blomberg, p. 297), and *Husaby* (about 11 Kil. S. of Råbäck), all three with old churches. That of Husaby dates from the early 11th cent. Olaf Eriksson, the first Christian king of Sweden, is said to have been baptized in a spring at Husaby. — From the Högkulle to *Gössäter* (p. 283) about 1 hr.; rail from Gössäter by (2 Kil.) *Forshem* to *Moholm*, see p. 287; by *Skara* to *Gotenburg*, see p. 283.

In 2 hrs. from Hellekis the Steamer reaches **Mariestad** *(Stads-Hot.; Hot. Lindblom)*, seat of the Landshöfding of *Skaraborgs-Län*, a town of 4200 inhab., founded by Charles IX. at the mouth of the *Tida* about 1600, and named in honour of his queen, a princess of the Palatinate. It was rebuilt after a great fire in 1895. (Station on the line from Gössäter by Forshem to Moholm, p. 287.)

Passing the island of *Thorsö*, we steam in 1½ hr. more to *Sjötorp* (Hot.), where the W. branch of the **Göta Canal** begins.

The depression of the earth's surface in S. Sweden, between the Skager-Rack and the Baltic, of which the great lakes form a relic, naturally suggested the idea of connecting the two seas by a canal. The proposal was first made by Bishop Brask of Linköping (1516), and afterwards by

Gustavus Vasa and Charles IX. The work was at length begun by the engineers *Svedenborg* and *Polhem* under Charles XII. (1716), and continued by *Wiman* (1753). They tried to construct locks to pass the Trollhatta Falls (comp. p. 295), but a dam they had built to protect their works was destroyed by floating timber in 1755. Nothing more was done till 1793, when a company was formed to construct the 'old locks' of Trollhatta (p. 284). The E. branch of the canal is chiefly due to *Daniel Thunberg* and *Baron von Platen*. The latter (d. 1829) set on foot the Göta Canal Company (1810), and lived to see the greater part of the work completed. The engineer was *Thomas Telford*, a Scot. The whole route from Gotenburg to Mem on the Baltic (385 Kil.; canal 89 Kil. only, 10 ft. deep) was opened in 1832. There are 58 locks in all, five being used for regulating the water in the canal. About 5000 vessels pass through the canal annually.

From Lake Venern to Lake Viken the canal mounts 154 ft. more by means of twenty locks (9 near Sjötorp, 2 on the way to *Norrqvarn*, 9 at *Hajstorp*). To *Töreboda* the steamer takes 5½ hrs.; the canal is crossed here by the Gotenburg and Stockholm Railway (p. 290). Near *Vassbacken* is the estate of *Fimmersta* on the right. Farther on, a memorial stone to the right marks the highest point of the Göta Canal (300 ft. above the sea). We steam at the same level to *Lake Viken* (17¾ sq. M.; 82 ft. deep), and enter it through a lock. In the distance, at the S. end of the lake, lies the manor of *Ryholm*. At stat. *Forsvik* a lock leads into the *Bottensjö*, S.W. of which rises the fortified *Vaberg*. *Rödesund* (Kanal-Hot.), 1 hr. from Forsvik, beautifully situated on a peninsula in Lake Vettern, is the station for the fortress of **Karlsborg** *(Hotel)*, the terminus of the branch-line to Sköfde (p. 290). The voyage across the lake to Vadstena or to Motala takes 2 hrs. (see pp. 294, 295).

45. From Gotenburg to Katrineholm *(and Stockholm)*.

458 Kil. to *Stockholm:* Express in 10-11 hrs.; the slow trains take two days. — Those who wish to see *Lake Vettern* go by rail from *Falköping* to *Jönköping*, and by steamer thence to *Motala* (p. 295).

Gotenburg, see p. 278. To *Ölskroken*, where few trains stop, see p. 283. The line turns to the right into the valley of the *Säfveå* and crosses the stream several times. 15 Kil. *Jonsered*, prettily situated on the *Aspen-Sjö*, with cotton-factories; 27 Kil. *Floda*, at the W. end of the *Flodasjö*, near the old hunting-lodge of *Nääs*, now a school of handicrafts *(Slöjdlärare-Seminariet)*. Farther on, an embankment; then a long cutting through the *Krösekulle*.

46 Kil. **Alingsås** (210 ft.; *Stads-Hot.*), with 4130 inhab. and large weaving-factories, prettily situated near the influx of the Säfveå into *Lake Mjörn*, was founded in 1611 by refugees from *Lödöse*, which the Danes had destroyed.

The train crosses the river several times. 60 Kil. *Lagmansholm*. Then dreary moors (*Svältor*, 'famine-lands').

80 Kil. **Herrljunga** (381 ft.; **Rail. Rest.; Herrljunga Hot.*, 5 min. from stat., good), junction of branch-lines N.W. to *Venersborg* and *Uddevalla* (pp. 285, 104), and S., by *Borås*, to *Varberg* (p. 277).

101 Kil. *Sörby.* The highest point on the line is *Markakyrka* (738 ft.).

114 Kil. **Falköping**-*Ranten* (706 ft.; **Rail. Rest.*, B. or S. 1¼ kr.; *Ranten's Hot.*, at the station, good) is the junction for Jönköping and Nässjö (R. 46), and for Landeryd (p. 276). Falköping, with 4060 inhab., lies 1 Kil. to the S., and is itself a station on the other two lines only. Near Ranten, 1 Kil. N., rises the plateau of the *Mösseberg* ('cap hill'; 1070 ft.), with a sanatorium on its slope. This hill and the *Ålleberg* resemble the Kinnekulle (p. 287) in formation. Tower at the top (50 ö.).

129 Kil. *Stenstorp*, junction of two branch-lines.

From Stenstorp to Hjo, 39 Kil., express in 1½ hr. — 10 Kil. *Svensbro;* branch to *Tidaholm*, with the largest match-factory in Europe, *Vartofta* (p. 293), and *Åsarp* (p 276; 48 Kil.). — **Hjo** (*Stads-Källare; Hot. Royal;* pop. 2020) lies on Lake Vettern, in a district known as *Guldkroken* ('golden corner'). Steamboats to Grenna, Motala, and Hästholmen (comp. p. 293).

From Stenstorp to Lidköping, 50 Kil., railway in 2½ 3 hrs. — The train crosses the *Brunnemsberg*, between the *Hornborgasjö* (394 ft.) and the *Billing*. 20 Kil. *Axvall*, with a large drilling-ground. Branch-line by (5 Kil.) *Varnhem*, with an interesting old Cistercian church of 1250, containing tombs of the Counts de la Gardie of the 17th cent., to Sköfde (see below; 21 Kil.).

28 Kil. **Skara** (*Stads-Hot.;* pop. 5200) was once a famous episcopal town with six churches. The Gothic **Cathedral*, consecrated by Bishop Ödgrim in 1151, and restored in 1836-91, contains the marble sarcophagus of *Erik Soop*, the cavalry officer who saved the life of Gustavus Adolphus at the battle of Stuhm (in W. Prussia) in 1629. — Skara is also a station on the line from Gössäter to Gotenburg (comp. p. 283).

50 Kil. *Lidköping*, see p. 287.

139 Kil. *Skultorp*. Skilfully engineered line. Fine view to the E.

145 Kil. **Sköfde** (459 ft.; *Hot. Billingen*, good), an old town with 6040 inhab., at the foot of the *Billingen*. Branch-lines to Karlsborg (44 Kil.; 1-2 hrs.; p. 289) and to Axvall (see above).

167 Kil. *Tidan*. To the left, a view of *Lake Östen* and the fertile plain of *Vadsbo*. 171 Kil. *Moholm*, junction of a branch by Mariestad and Forshem to Gössäter (see p. 287).

At (184 Kil.) *Töreboda* we cross the *Göta Canal* (p. 288). The wooded *Tiveden* was the scene in the 12th cent. of the conflicts between the rival kings Sverker and Erik Jedvardsson (p. xliv). 198 Kil. *Elgarås;* 215 Kil. *Finnerödja*. To the left, the *Skagern-Sjö* (227 ft.). Then, on the right, the lake and village of *Bodarne*.

229 Kil. **Laxå** (*Rail. Rest.; Jernvägs-Hot.*). The line to *Charlottenberg* and *Christiania* diverges here to the left (R. 49). Near Laxö is *Porla Helsobrunn* (p. 304), a small watering-place. — 244 Kil. *Vretstorp;* to the N. rises the *Kilsberg*.

259 Kil. **Hallsberg** (174 ft.; *Jernvägs-Hot.;* **Rail. Rest.*), junction of the Mjölby and Örebro line (see p. 298).

We soon obtain a fine view of the plain of *Nerike*. 272 Kil. *Pålsboda*, junction of a branch-line to Norrköping and Örebro (p. 301); 284 Kil. *Kilsmo*, on the N. bank of *Lake Sottern*; 303 Kil. *Vingåker*,

A
B
C
D
E
F
1
2
3
4
Dunkehallar
Falköping
Yttre Hamnen
Stadshamnens Stat.
Stora Torget
Nya Torget
Stat.
Kalgårdsgat.
Östra Kyrkogården
2:a (Göt.) Artill. Regementet
Kyrkhofgat
Kyrkhof
Holmen
Sunsholmen
Munksjön
Rocksjön
Barnarpsgatan
Stora Limungen
Stat.
Mariedal
Munksjö Pappersbruk
Askfabrik
Torpa
Torpa Pilo
Vallebrunnings damm
Vallebrunnings bergrätt
Tabergsvägen
Vestertorp
Vestertorpsgatan
Vestertorpsbäcken
Vestertorpsdammen
Vestertorpsbergen
Vestertorpsgården
Vestertorpsbacken
Vestertorpsvägen

centre of the district of that name. On the left lies the estate of *Säfstaholm*. We pass lakes *Viren*, *Kolsnar*, *Näsnar*, and the château of *Sjöholm*. 316 Kil. *Baggetorp*.

324 Kil. **Katrineholm** (151 ft.; *Jernvägs-Hot.*, with restaurant), is the junction for Norrköping and Malmö (RR. 48, 40). Long halt. Near it are the estates of *Stora Djulö* and *Claestorp*, with marble-works, which have an exhibition at Katrineholm. Thence to (134 Kil. more) —

458 Kil. *Stockholm*, see pp. 301, 302.

46. From Nässjö to Jönköping and Falköping.

112 Kil. Södra Stambana. Express in 2½-3 hrs. — Views to the right.

Nässjö, see p. 267. — 16 Kil. *Forserum*; 27 Kil. *Tenhult* (728 ft.). We now descend to *Lake Vettern*, 583 ft. below, enjoying a series of beautiful views. To the right we see Husqvarna (p. 292), and far off the Visingsö in Lake Vettern. A little beyond Husqvarna, still 200 ft. above the lake, the train turns to the left, descends, and then skirts the lake.

43 Kil. **Jönköping**. — The State Station (Pl. C, D, 1) is by the harbour; a second station (Pl. E, 1), E. of the town, is for the line to Husqvarna and Vireda; a third (Pl. C, 2), on the Munksjö, is for Vaggeryd and Halmstad (p. 276).

*Stora Hotel (Pl. a; D, 1), Östra Stor-Gatan 1, E. of the State Station, with baths and garden, R. 2-5, B. 1¼, D. (1-5 p.m.) or S. (8-12) 1½ kr. — Jernvägs-Hot. (Pl. b; C, 1), by the main station, plain. — *Theatre Rest.* (Pl. 8; D, 1), good.

Tramway from the E. end, by the Storgata, W. to the Stads-Park (10 ö.).

Post-Office (Pl. 7; D, 1), Hofrätts-Torg. Telegraph, Östra Stor-Gata 9 (Pl. D, 1).

Steamboats on Lake Vettern, see p. 293.

Jönköping (299 ft.), one of the oldest towns in Sweden, repeatedly burned down, but rebuilt since 1835, has 23,800 inhab. and important factories, and is the capital of a province and seat of an appeal-court ('Göta Hofrätt'). It lies at the S. end of *Lake Vettern*, between it and the smaller lakes *Munksjö* and *Rocksjö*. Large suburbs have been built since 1875, E. and W. of the older quarters. The cheerful town, the vast expanse of Lake Vettern, connected with the Munksjö by a canal, the canal-steamers, and the hills to the S., all combine to form a beautiful picture.

Close to the State Railway Station (Pl. C, D, 1), begins the *Skol-Park*, which extends S.E. to the Munksjö, containing a bust of Rydberg, the poet (p. lviii), and a fountain by Molin. To the W. is the *Almänna Läroverk* (Pl. 2), or grammar-school; to the S. the *Landshöfdings-Residens* (Pl. 1), or house of the provincial governor. The cross-streets lead to the *Sophia-Kyrka* (Pl. 4), designed by Zettervall (1888). To the N. of it, nearly opposite, at Fabriks-Gata 5, is the small museum of the *Norra Smålands Fornminnes-Förening* (antiquarian society).

To the W. of the station, on the bank of Lake Vettern, is the great *Match Factory* (Pl. C, 1; no adm.), founded in 1845, which attained world-wide fame after the invention of the safety-match ('tändstickor utan svafvel och fosfor') by its then owner, *J. E. Lundström* (1853). It was bought by a company in 1857 and now employs 800 hands. — The *Vestra Tändsticks-Fabrik* (Pl. B, 1, 2), another match-factory in the W. suburb, employs 700 hands.

In the older part of the town, in the Hofrätts-Torg, are the *Hofrätt Building* (Pl. 6; 17th cent.) and the *Rådhus* (Pl. 9). — N. of the Torg is the *Christina-Kyrka* (Pl. 5), built in 1649-73. A pleasant promenade skirts the lake on the other side of the railway-line.

To the W. of the town (tram 10 ö., carr. 1 kr.) is the interesting *Stads-Park* (Pl. B, 2, 1; good café-rest.), containing several old buildings transferred hither: thus N. the belfry of Solberga, overlooking the town and the sea; the church of Bäckaby, 15th cent.

The Vaggeryd and Halmstad Railway (p. 276; stat., see p. 291) ascends the valley of the *Tabergsån*, past the iron-works of *Norrahammar*, to (13 Kil.; ½-1 hr.) *Smålands Taberg* (673 ft.), whence we may ascend (25 min.) the black and barren **Taberg** (1125 ft.), a hill consisting almost wholly of magnetic iron ore (unprofitable to work), and affording an extensive view of the forests of Småland. To reach the top (marked by a memorial of the visit of Oscar II.) we follow the railway back for a few yards, pass under it, cross the Tabergsån, and ascend to the left.

An excursion to the waterfalls of Husqvarna takes half-a-day: Gripenbergs-Bana, see below; or by carr., there and back 5 kr., with stay of 2 hrs. — Rail and road (8 Kil.) both pass the massage sanatoria of *Sanna;* that of **Mr. Kellgren** is specially noted (in London in winter). **Husqvarna** (364 ft.; plain café at the station) owes its origin to the weapon and machine factory, which utilizes the power of the waterfalls, and now chiefly makes rifles, sewing-machines, and bicycles. The town, with 4800 inhab., consists mainly of workmen's houses. The waterfalls are 360 ft. in height, but spread over a considerable distance. To the S. of the station a notice shows the way 'till Vattenfallen'. The path passes behind the factory, crosses (7 min.) a wooden bridge (the 'great fall' being above, on the left), and ascends on the left bank of the falls, by the wooden conduit ('Tubledning'), to the art-foundry of *Ebbesbruk* and (5 min. higher) the upper fall. We return to the Ebbesbruk, cross the stream, and ascend a steep path in steps to the top of the hill, whence a road with fine views descends in ¼ hr. to the station. — If trains do not suit, we may walk to Rosendala (see below).

From Jönköping to Vireda, 43 Kil., by the *Gripenbergsbana* (station, p. 291) in 2-3 hrs. The train crosses the *Husqvarnaå*. 5 Kil. *Rosendala.* Beyond (7 Kil.) *Husqvarna* (see above) it turns back and slowly ascends the slope of the abrupt *Brantås*, above the road and the E. bank of Lake Vettern. The view improves as we ascend. 11 Kil. *Gisebo.* 13 Kil. **Vistakulle** (473 ft.; decent café by the stat.); finger-posts indicate the way from the station to (¼ hr.) the top of the 'Kulle' (784 ft.; extensive view). The train then skirts the E. bank of the *Landsjö.* 26 Kil. *Bröljemark.* Then through the *Ingarydsdal* to (31 Kil.) *Bunn*, on the lake of that name, with its islands, and (43 Kil.) *Vireda.*

Beyond Jönköping the train skirts Lake Vettern, of which it affords a fine view, and ascends a long way. 54 Kil. *Bankeryd* (387 ft.), with pretty villas. To the left rises the *Dommeberg;* to the right, far off, lies the Visingsö (p. 293). From (62 Kil.) *Habo* (587 ft.) we may walk or take skjuts to (5 Kil.) *Habo-Kyrka*, an old timber church, altered in 1723, with painted interior. The

top of the Dommeberg is 3 Kil. farther. — Scenery featureless. Beyond (75 Kil.) *Mullsjö* (755 ft.) we cross *Lake Stråken*. 101 Kil. *Vartofta* (945 ft.), junction for Åsarp and Svensbro (p. 290).

111 Kil. *Falköping-Stad;* 112 Kil. *Falköping-Ranten*, junction of the Södra and the Vestra Stambana (R. 45).

47. From Jönköping to Stockholm by Lake Vettern and the E. Göta Canal.

Canal Steamboat (Kom. 321) from Jönköping to *Stockholm*, by *Grenna* and *Hästholmen* (or by *Hjo* and *Vadstena*), *Motala*, *Norsholm*, *Söderköping*, and *Södertelge*, three times weekly, in 36 hrs., starting late in the evening (fare 16 or 11 kr.); to Norsholm 15 hrs. (9 or 7 kr.). Travellers going on by rail (p. 294) from Berg or Norsholm cannot depend on trains to suit the boats.

To see Lake Vettern we may take the Motala Express steamer (Kom. 553; restaur.) which plies daily to *Visingsö* and *Grenna*, and then twice a week to *Hjo* and *Motala*, and once a week to *Hjo* only. The finest points are the Visingsö and the Omberg, at each of which a night has to be spent. Between Hjo and Hästholmen a local steamer ('Trafiken'; 1½ hr.) runs once or twice daily, so that the traveller is not tied to the 'Express' for getting to Hästholmen. Those who remain on board the Express all the way to Motala may go by train thence to stat. Alvastra (p. 294).

Lake Vettern (289 ft.; area 733 sq. M.; 128 Kil. long; greatest width 30 Kil.; S. part 260-300 ft., N. part 65-100 ft. deep), the most beautiful of the great lakes of S. Sweden, is a vast, sharply defined chasm in the gneiss rock, running NNE. and SSW., parallel with the Kalmarsund (p. 269). Remains of sandstone and clay strata are preserved in the island of Visingsö and in a few upright slabs of sandstone on the Omberg and at Husqvarna. The water is exquisitely clear, bright objects being visible at a depth of 100 ft. The flatter N. half of the lake is imbedded in a great stratum of limestone and slate, running E. and W., the depression in which is followed by the Motalaström, the only effluent of the lake. The W. Göta Canal descends to the lake at Karlsborg (p. 289); the E. Canal ascends from Motala (p. 295).

About 1½-2 hrs. from Jönköping the steamer 'Motala Express' reaches the **Visingsö**, an island 13 Kil. long and 3 Kil. broad, once the property of the powerful Counts Brahe, now a royal domain (since 1683). At the landing-place on the E. side of the island are a good *Tourists' Hotel* and the luxuriantly overgrown ruins of the *Visingsborg* (built in 1650-52 by the splendour-loving Count Per Brahe, great-grandson of the sister of Gustavus Vasa; burned down in 1718). Farther up is the *Brahe-Kyrka*, built in 1636 (open Tues., Wed., Thurs., 2-3 p.m., fee; at other times send for the sacristan). It contains the tombs of Per Brahe (d. 1680) and his wife, an ancient ivory crucifix, a silver candelabrum, and other works of art. The middle of the island is planted with oaks and firs; two-thirds are farmed (pop. 1200). In the N. part is the ancient *Kumla-Kyrka*. The large pheasantry of Baron Dickson is private.

Opposite the Visingsö, on the E. bank (1/2 hr. by steamer), 1/4 hr. above the pier, lies the pretty little town of —

Grenna (*Hotel Brahe*, R. 2, B. 1 kr., very fair; pop. 1140), founded by Count Per Brahe in 1652, at the foot of the steep *Grennaberg* (ascended in 1/4 hr. from the church; view from the pavilion at the top). Excursions (each 1 1/2 hr. there and back): N. by the high-road, past the estate of *Vretaholm* and the village of *Uppgrenna*, and up a path to the right to the ruined castle of *Brahehus* (view); also S. to the picturesque *Röttle Mill* (4 Kil.).

From Grenna the 'Motala Express' plies three times a week (comp. p. 293) in 1 1/2 hr. to the port of —

Hästholmen (*Jernvägs-Hot.*, plain), whence the Omberg, 3 Kil. N., is best visited. At the quay are usually carriages for the drive (20 min.; 1 1/2 kr.) to *Ombergs-Turist-Hotel* at the foot of the hill (R. 1 1/2-2, D. 2, S. 1 1/4 kr., good).

The **Omberg**, a hill 10 Kil. long from N. to S., and 3 Kil. broad from E. to W., consists of gneiss with isolated masses of clay-slate and sandstone. It rises in most parts abruptly from Lake Vettern, where the cleavage is noticeable; on the E. side it is wooded and furrowed with valleys. It forms the N. limit, in inland Sweden, of the red beech *(fagus sylvatica)*, which on the Kattegat occurs as far as 58° 30′ N. The forest is crown-property ('kronopark') and admirably kept. — By the hotel is the ruin of **Alvastra*, once a Cistercian monastery, founded in the middle of the 12th cent. by King Sverker. The church had nave and aisles, transept, and square apse. At the back of the hotel a finger-post shows the way to the *Hjessan* ('crown'; 863 ft.), the highest point of the Omberg, ascended in 1/2 hr. by a somewhat marshy path. Belvedere (10 ö.; rfmts.) at the top. We may descend by *Hoje* to stat. Omberg on the railway mentioned below (3/4 hr.).

Hästholmen and Alvastra are stations on the narrow-gauge Railway from Ödeshög to Linköping (81 Kil.; about 5 hrs.), which skirts the E. side of the Omberg. — 6 Kil. *Hästholmen;* 8 Kil. *Alvastra*, 1 1/2 Kil. N.E. of the ruin and the hotel mentioned above (carr. usually await trains); 11 Kil. *Omberg* (see above); 14 Kil. *Väfversunda;* 18 Kil. *Borghamn;* 32 Kil. *Vadstena*, see below; 42 Kil. *Fogelsta*, junction of the line from Mjölby to Motala and Hallsberg (p. 298); 48 Kil. *Hvarf;* 71 Kil. *Vreta Kloster* (p. 296); 81 Kil. *Linköping* (p. 298).

The Motala Express next steers past the fissured W. cliffs of the Omberg and the mouth of the *Rödgafvels-Grotta.* (This cave, 33 ft. long and 25-28 ft. high, may be visited by boat from Hästholmen; thence on foot up the Hjessan, 1/2 hr.). The steamer calls at *Borghamn*, at the N. end of the Omberg, and steers round the bluffs of *Nässja* and *Kamudden* to (1 3/4 hr.) the little town, lying picturesquely in a deep bay, of —

Vadstena (*Stads-Hôt. Bellevue*, in the Rådhustorg), also a station on the narrow-gauge railway mentioned above. The town, with 2360 inhab., which owes its origin to a convent of St. Birgitta (p. xlviii), consecrated in 1383, and suppressed in 1595, has long

been famed for its lace. By the harbour, near the station, is the **Castle of Vadstena*, known as the *Vettersborg*, built by Gustavus Vasa in the 16th cent., an excellent example of a fortress of that period. It now contains the provincial archives. The vaktmästare (in the court; fee) shows the finely-vaulted chapel. From the gardens, E. of the castle, we cross the Rådhus-Torg (with the *Rådhus* of 1578), and the Stor-Torg, to the *Allmänna Läroverk* (grammar-school), built against the tower of an old brick church ('red church', 15th cent.), and go on thence N., across the churchyard, to the **Kloster-Kyrka*. The sacristan ('klockäre') lives at the entrance to the churchyard, on the right. This church, erected in 1395-1424, called the *Blåkyrka* from the colour of the limestone, and recently well restored, is 740 yds. long, 34½ yds. broad, and 51 ft. high. It contains a monument to *Duke Magnus*, son of Gustavus Vasa, by the first column near the S.E. entrance, and also, by the wall to the right of the altar, a reliquary with the remains of St. Bridget and her daughter St. Katarina. A peculiarity of the church is that the choir is at the W. end. The convent itself is now used as a lunatic asylum.

In another hour the steamer reaches —

Mótala (*Hot. Nilson*, very fair; *Grand Hot.*, by the stat.; *Restaur.* in the Stadshus, good), a town with 2950 inhab. (station on the Mjölby and Hallsberg Railway, p. 298), on the *Vårvik*, at the efflux of the rapid *Motalaström* from Lake Vettern. The E. Göta Canal *(Östgöta Linie)* begins here, its level being regulated by a lock. A footpath runs on each side of the canal. On the left bank we pass the handsome bath-house of Motala, and then the railway swing-bridge and *Platen's Tomb* (p. 289), and reach (¾ hr.) the great iron-works of *Motala Verkstad* (founded in 1822; employing 1200 hands), to which steam-launches also ply. On the right bank, opposite Platen's Tomb, is the monument of the engineer *O. E. Carlsund* (d. 1884). Farther on are the mill and electric works of *Holms-Bruk* and the estate of *Charlottenborg*.

To the N. (18 Kil.) are the chalybeate springs of *Medevi*, where the Askersund steamer calls (Kom. 549; p. 297).

From Motala to Stockholm by the E. Göta Canal.

Steamer (Kom. 320, 321) eight times weekly in 23-27 hrs. (fare 12½ kr. with 'hytt' or private cabin: 10 kr. with berth in saloon). Food, see p. 286. The 'E. Göta Line' is the finest part of the canal, especially as far as *Berg* or *Norrsholm*, whence we may go on by train; but as the trains rarely suit, it is preferable to remain on board all the way to *Stockholm*. In this case the traveller will be rewarded in fine summer weather by the charming scenery from Söderköping onwards, even when traversed at night.

From Motala (level of the lake 289 ft.), passing Motala Verkstad, the steamer runs in ½ hr. to the five *Locks of Borenshult*, through which it descends to *Lake Boren*, 49 ft. lower, in ½ hr. more, giving time for the pleasant walk from Motala to Borenshult. By the locks is a 'Vatten-Paviljong' (rfmts.), with a fine view of the *Borensjö*

(240 ft.), 11 Kil. long, the water of which is at first beautifully clear. Steaming down this lake, we pass the estate of *Ulfåsa* on the S. bank. At the E. end, 2 hrs. from Motala, we reach *Borensberg-Husbyfjöl*, where the finest part of the voyage begins. The Motalaström flows on the left. From the canal, which meanders at a high level, we overlook a rich and smiling landscape, with the estates of *Brunneby*, *Ljung*, and others. The steamer glides along at half-speed to avoid damaging the banks with its wash. The water grows turbid.

In 3-4 hrs. more we reach **Berg**, an inn near which the steamer has to descend through the locks (4 pairs, and then 7) to Lake Roxen. As the descent takes nearly 2 hrs. we have time to visit the *Vreta Klosterskyrka*, to the S.E., once the church of a Cistercian convent of the 13th cent., with numerous tombs (adm. 50 ö.). The route to it skirts the canal to (7 min.) *Brunneby*, then follows the high-road for 12-15 min. more. The station of *Vreta Kloster* (p. 294) lies $^1/_2$ hr. S.W.

The *Roxensjö* (108 ft.), 27 Kil. long and 10 Kil. wide, has pretty banks. On the N. side is the ruin of *Stjernorp*, once a castle of the Douglas family. To the S., far off, are visible the towers of the cathedral of Linköping. We now steam at full speed. In 3$^1/_2$-4 hrs. from Berg we come to —

Norsholm (118 ft.; *Hot. Göta*), at the E. end of Lake Roxen, a station of the Vestervik railway (p. 299) and of the Södra Stambana, by which, if train suits, we may continue our journey. The Motala and the Göta Canal issue from Lake Roxen here, the former descending N. to *Lake Glan* (p. 300).

We next steer down the lake of *Asplången* (89 ft.), 5 Kil. long, to the lock at *Klämman* ('gorge'), where the canal is flanked with rocks. At *Vänneberga*, farther on, the canal runs at a high level, affording an extensive view. We next descend the nine locks of *Karlsborg* and *Mariehof*, and, 4$^1/_2$-5 hrs. from Norsholm, reach the old town of **Söderköping** (*Stads-Hot.*; *Bad-Hot.*; pop. 2060), a station on the Norrköping and Valdemarsvik line (p. 300), which the canal crosses. Near it is *St. Ragnhild's Källa*, with a hydropathic. The scenery improves. To the N. rises the *Ramundershäll*.

At *Mem* the canal descends its last lock to the *Slätbaken*, a bay of the Baltic running 15 Kil. inland. To the right is Count Schwerin's estate of *Husby*; to the left that of *Riny*. Then, on the right, is seen the tower of the *Stegeborg*, a fortress of the time of Vasa, but a ruin since the end of the 17th cent., now belonging to the Schwerin estate. Adjacent is the church of *Skällvik*. The vessel now steers through the narrow *Ettersund* to the island-belt bordering the coast. Farther on, we see the mansion of *Gottenvik*, far away on the mainland, to the left. The steamer sometimes calls at *Arkösund* (p. 300), a little sea-bathing place on the left, and then steers through the strait between the mainland and the

Arkö, which otherwise is passed on the other side. We now enter the open Baltic, pass the mouth of the *Bråvik* (up which lies Norrköping, see p. 300), and, 5 hrs. from Söderkoping, touch at —

Oxelösund (Bad-Hot.), a harbour for the export of iron-ore, and terminus of the line to (13 Kil.) **Nyköping** (*Stora Hot.*; pop. 8580). Nyköping, the capital of Södermanland (p. 301), with several churches and the ruin of *Nyköpingshus*, was the scene of fifteen diets in the 13th-17th cent. Through it flows the *Nyköpingså*, which drives woollen and other factories, near the *Byfjärd*, a bay of the Baltic.

Railway from Nyköping to *Flen*, see p. 301. Steamer twice a week through the Södertelje Canal (see below; Kom. 253), and once a week by Norrköping (p. 300; Kom. 254) to *Stockholm*: six times a week to *Nynäshamn* (p. 342; Kom. 255).

Beyond Oxelösund the steamer usually passes through a belt of monotonous islets. It then steers N. into the long, narrow *Himmerfjärd*, separated from the *Järnafjärd* by the large *Mörkö*. To the W., on the mainland, is *Trosa*, a small port and watering-place, N. of which is the old, now royal castle of *Tullgarn*. At the N. end of the Mörkö rises the proud château of *Härningsholm*. We next steer through the *Brandals-Sund* into the *Hallsfjärd*, the N. prolongation of the Järnafjärd, and thence to the short *Södertelje Canal*, completed in 1819, which crosses the W. Stambana. It connects the Järnafjärd with the Södertelje bay of Lake Mälar, saving the steamboat a long round. At Södertelje (p. 301), 5½-6 hrs. from Oxelösund, the vessel mounts by a lock to the Mälar. It then steers S.E. (comp. p. 344), and in 2-3 hrs. reaches *Stockholm*, which presents a striking picture as we approach. The quay is on the Riddarholm (p. 304; Pl. D, 7).

48. From Nässjö to Stockholm.

350 Kil. Södra Stambana to *Katrineholm*; Vestra Stambana to *Stockholm*. Express in 7-9 hrs.; sleeping and dining-cars, see p. 263.

Nässjö, see p. 267. — The scenery as far as Boxholm retains the Småland character. Between Gripenberg and Sommen lies *Holaveden*, a hill and forest region between Småland and Östergötland. The fertile plain around Skeninge, Vadstena, and Linköping, contains the oldest towns in Sweden, many châteaux, and large factories.

24 Kil. *Aneby* (692 ft.), on the lake of that name. The train follows the course of the *Svartå*, which forms a series of lakes. 36 Kil. *Frinnaryd*, on *Lake Ralången* (532 ft.), with its 'floating island', visible in dry summers only; 42 Kil. *Gripenberg*, with the large estate of that name (right). 52 Kil. *Tranås* (515 ft.; Jernvägs-Hot.; Bad-Hot.; pop. 2070), with a hydropathic. 64 Kil. *Sommen*, on the large lake of that name (476 ft.), on which a steamer plies. The train crosses the *Svartå*, which has several

falls, the boundary between Småland and *Östergötland*. 73 Kil. *Boxholm* (466 ft.), with iron-works. 78 Kil. *Strålsnäs*. The train descends, passing several large estates.

89 Kil. *Mjölby* (381 ft.; Jernvägs-Hot., good), with large mills.

From Mjölby by Motala and Hallsberg to Örebro, 121 Kil., railway in 3½-6 hrs. — 9 Kil. *Skeninge* (Stads-Hot.; pop. 1320), once an important place; 16 Kil. *Fogelsta*, junction of the narrow-gauge line from Ödeshög to Linköping (p. 294). 27 Kil. *Motala* (p. 295), where the *Göta Canal* is crossed; 28 Kil. *Motala Verkstad* (p. 295); 54 Kil. *Godegård*. From (79 Kil.) *Lerbäck* a branch runs in 50 min. to (14 Kil.) *Askersund* (Stads-Hot.; pop. 1940), at the N. end of Lake Vettern (steamer to Motala, p. 295). — 96 Kil. *Hallsberg*, a station on the Vestra Stambana (p. 290); 112 Kil. *Mosås* on the *Mosjö*, with an old church; 116 Kil. *Adolfsberg* (p. 361); 120 Kil. *Örebro Södra*, where the lines from Svartå (p. 361) and Norrköping (p. 300) converge. 121 Kil. *Örebro* (p. 361). — The line then goes on by *Ervalla* to *Fröri*, where it joins the line to Krylbo (p. 361; through-trains daily to Storlien and Trondhjem).

109 Kil. *Bankeberg*, near the agricultural school of *Haddorp*. Fertile country, with many churches.

121 Kil. **Linköping.** — *Stora Hotel (Pl. a), Stor-Torg, R. 1½-3, D. 2 kr.; Grand Hot. (Pl. b), St. Lars-Gatan; Jernvägs-Hot. (Pl. c) and Central Hot. (Pl. d), by the station.

Carriages at *Johansen's*. To the Vreta Convent (p. 306), 12 Kil.

Steamboats to the Kinda Canal (p. 299) twice a week (Kom. 482); to Stockholm by the Roxensjö, and through the Göta and Södertelje canals also twice a week (Kom. 318; 19-20 hrs.); comp. pp. 296 297.

Railways to Oscarshamn, see p. 271; narrow-gauge to Lake Vettern (Vadstena, Alvastra, Ödeshög), see p. 234.

Linköping (131 ft.; pop. 16,650), the capital of Östergötland and seat of a bishop, lies on the W. bank of the *Stångå*, the effluent of Lake Roxen (p. 296), which river is connected with the S. lakes by the Kinda Canal (p. 299). In 1598 Sigismund, the Rom. Cath. son of John III. and king of Poland, was defeated by the Prot. Duke Charles of Södermanland (Charles IX.) at the *Stånge-Bro*, and his adherents were executed at Linköping in 1600 (the 'Linköping Blood Bath').

We follow the avenue straight from the station, then go to the left, by the St. Lars-Gata, to the *St. Lars-Kyrka*, which contains several paintings by Per Hörberg (1746-1816), a self-taught artist of the peasant-class. Opposite are the *Post Office* and the *Bank* (Pl. 4). — At the W. end of the town is the —

*Domkyrka ('vaktmästare' opp. N.E. portal, Biskops-Gatan 45; illustrated guide 1 kr.), begun in 1150 in the Romanesque style (N. portal), completed at the end of the 15th cent. in the Gothic style (with late-Gothic choir), and judiciously restored by Zettervall in 1871-82. The W. tower, 345 ft. high, was completed in 1886. The interior is 106 yds. long, 30 yds. wide, and 54 ft. high. The vaulting is borne by ten handsome pillars on each side. The old *Altar-piece*, by Heemskerck (d. 1574), a Dutch master, purchased by John III. in 1581 for 1200 measures of wheat, is now on the S. wall, to the right of the altar. Its place is occupied by

a colossal figure of Christ, with Faith, Hope, and Charity, in plaster, by *Byström*. The marble sarcophagus of Bishof Terserus (d. 1678), by a column on the right, is modern. Reliefs of the 14th cent. (life of Christ) are built into the wall behind the altar. The marble sarcophagus and recumbent figure of Bishop Teserus (d. 1678) are modern. Verger ('váktmästăre'), see p. 298.

In the *Kungsträdgård* rises the *Castle*, built before 1500 and lately restored, now the residence of the 'Landshöfding' *(Läns-Residens)*. Opposite to the cathedral-tower, to the S., is the *Högra Allmänna Läroverk*, or grammar-school, facing the Jerntorg to the S., where a circle of stones in the pavement marks the scene of the 'blood-bath' (see p. 298).

To the N. of the cathedral-tower is the *Bishop's Residence*; to the left of it is the *Library* (rare books, MSS., coins, antiquities; Mond. and Thursd., 11-12). — Pleasant walks in the park of the *Trädgårdsförening* (with restaur. and belvedere), to the S. of the town.

The **Kinda Canal** (steamer, p. 298), 80 Kil. long, connects Linköping with the higher lying lakes to the S.: *Erlången* (184 ft.), on the bank of which lies the large estate of *Sturefors* (p. 271); *Rengen* (277 ft.), with the estates of *Bjärka-Säby* and *Brokind*; then *Jernlunden* (282 ft.); lastly *Åsunden* (282 ft.), on which lies *Horn*, the last steamboat-station. All these lakes are basins of the *Stångå*; the ascent is effected by fifteen locks. Pretty scenery.

Beyond Linköping the train crosses the *Stångå* by a bridge 200 yds. long. A large monument recalls the battle of the Stångebro (p. 298). Fertile country, with several churches. 139 Kil. *Gistad*. We cross the *Göta Canal* by an ingenious swing-bridge. Fine view of Lake Roxen to the left.

145 Kil. *Norsholm*, a station on the Göta Canal (p. 296).

From Norsholm to Vestervik, 118 Kil., railway in 4½ hrs. — 13 Kil. *Ringstorp*; 17 Kil. *Höfversby*; 33 Kil. *Bersbo*, with a valuable copper-mine,

1350 ft. deep. 42 Kil. **Åtvidaberg** *(Hotel)*, junction of a branch-line to the *Mormorsgrufva* copper-mine and Bjärka (p. 271; 19 Kil.). — We next traverse the pretty district of *Tjust*. 58 Kil. *Falerum* (fine view from the station); 71 Kil. *Storsjö* (fine view of the lake); 82 Kil. *Öfverum*, with the foundry of an English company; 94 Kil. *Gamleby*, on a bay of the Baltic of that name, which extends to Vestervik; 114 Kil. *Jenny*, where our line is joined by that from Hultsfred (p. 271). — 118 Kil. **Vesterwik** (*Stadshus*; pop. 9160), an old town, with ship-building yards, was repeatedly destroyed in the wars between the Danes and Swedes. To the N. is the ruined castle of *Stäkeholm*. From Vestervik to *Hultsfred*, see p. 271. — From Vestervik to Visby in the island of Gotland about 100 Kil. (steamer).

The S. Stambana follows the E. bank of the Motalaström to (149 Kil.) *Kimstad* (p. 301) and then turns to the N.E. to (154 Kil.) *Okna* on *Lake Glan* (69 ft.). 159 Kil. *Eksund*. We then cross the effluent of the Glansjö, and the river resumes the name of Motalaström. 162 Kil. *Fiskeby*.

168 Kil. **Norrköping.** — The station of the Stambana is the *Norra Station*, to the N. of the town. The *Östra Station*, to the E. of the quarter on the right bank, is the starting-point of the narrow-gauge lines to *Örebro* (p. 301), to Kummelby and *Arkösund* (p. 296), and to Söderköping and *Valdemarsvik* on the Baltic.

Standard Hotel, of the first class, R. from 2½-4, D. 2, S. ('Sexor') 2½ kr.; Göta Hot., similar; Stora Hot., R. from 1¾ kr.; all three in the Karl-Johans-Torg; Central Hot., Vattengränd, W. of Karl Johans-Park, near the rail. station, with café and garden, R. 1¾-5, B. ¾, D. 1½-2 kr.

Pleasure Resorts: The island of *Strömsholmen* (see below); the *Kneipp-Bad*, 1 Kil. above the town, on the right bank of the Motalaström, both with restaurants and frequent concerts.

Cabs. Drive 60 ö. to 1 kr. — Tramway from the station through the main streets, and from the quarter on the right bank W. to the Kneipp-Bad (see above).

Post and Telegraph-Office, Karl-Johans-Park. — Steamers to Nyköping (p. 297), Kalmar (p. 269), Visby (p. 355), Stettin, etc.

Norrköping, a busy trading and industrial town with 45,530 inhab., owes its importance to its site at the head of the long *Bråvik*, and near the mouth of the *Motalaström*, which flows through the town and drives numerous factories (cloth, yarn, cotton, etc.). Though of ancient origin, the town has quite a modern appearance, having been rebuilt after frequent fires.

In front of the station *(Norra Station)* runs a promenade which bounds the town on the N., and ends to the W. at a height on which rises the Gothic *Matteus-Kyrka* (1892). To the S. the promenade leads to the Karl-Johans-Park, with a *Statue of Charles XIV. John* (Bernadotte), by Schwanthaler (1846). The short cross-street to the W. leads to the new *Theatre*. By the post-office, at the S.E. angle of the park, the *Oskar-Fredriks-Bro* spans the Motalaström in three arches. To the left are the quays of the deep-sea steamers and the island of Strömsholmen (see above). The greater part of the town lies on the right bank. From the bridge, straight on, we follow the Drottning-Gata, the main street, across the Tyska-Torg, with the *Hedvigs* or *Tyska-Kyrka*, to the Knäppings-Gata, the fourth cross-street. In the grounds to the left rises the *St. Olaikyrka*, built in 1767, and recently restored, with its isolated

belfry in the Drottning-Gata. To the right (W.) the Knäppingsborg-Gata descends to the river. Fine view of the rapids from the iron bridge. We now ascend the right bank of the stream and follow the Dals-Gata to the *Vestra Promenade*, in which are several schools and (at the corner of the Hörngata, left) the small Art Museum (1-3, 25 ö.; Sun. free). The tramway runs W., passing several hospitals outside the town, to *Borgs-Villastad* and the Kneipp-Bad (p. 300).

From Norrköping (Östra Station, p. 300) to Örebro, 129 kil., narrow-gauge railway in 5-8¼ hrs., sweeping round the S. side of the town to (4 Kil.) *Kneippbaden* (p. 300), and running W. by (18 Kil.) *Kimstad* (crossing the S. Stambana, p. 300) and the Glansjö; 41 Kil. *Finspong*, with a cannon-foundry, iron-works, and a château of the 17th cent.; 93 Kil. *Svennevad*, at the W. end of the Sottersnsjö; 99 Kil. *Pålsboda* (crossing the W. Stambana, p. 290); 129 Kil. *Örebro* (Södra Station), see p. 298.

The Steamboats to Stockholm (Kom. 256; good boats; fares 7, 5½, or 4½ kr.) usually ply at night. A beautiful trip down the winding Motalaström, with its timber-yards and pretty country-houses, and down the Bråvik, an arm of the Baltic 50 Kil. long, with large marble-works at *Kolmården* on its N. bank, to *Oxelösund* (p. 297), whence the vessel follows the route of the Göta canal steamers.

Beyond Norrköping and (176 Kil.) *Åby* we traverse the wooded hills of *Kolmården*, the frontier-region between Södermanland and Östergötland, about 100 Kil. long from E. to W., and about 40 Kil. broad from N. to S.; the highest point (558 ft.) lies W. of Åby. The train ascends gradually, and passes through a short tunnel, to (179 Kil.) *Grafversfors*, with its marble-works. Farther on it crosses the bays of *Lake Näcken* by embankments. Another tunnel. 191 Kil. *Simonstorp* (inn). On the right is the *Flätensjö* (204 ft.). Nearing (205 Kil.) *Strångsjö*, we enter the district of *Södermanland*, with its great forests and countless lakes, whence the popular saying that the Creator 'forgot to separate land from water' in this region.

216 Kil. *Katrineholm*, junction of the Södra and Vestra Stambana (p. 291).

226 Kil. *Valla*. We pass many châteaux of the Swedish aristocracy, among them the charming *Stenhammar*, famed in song, on *Lake Valdemaren* (or *Vammeln*), 20 min. from —

239 Kil. *Flen* (Restaur.), junction for Eskilstuna and Nyköping (p. 362). 247 Kil. *Skebogvarn;* branch to (23 Kil.) Stålboga, see below. 254 Kil. *Sparreholm*, with the fine estate of that name (left); the mansion contains collections of paintings and coins and a large library. — 275 Kil. *Björnlunda*. The scenery is now particularly fine. Beyond (284 Kil.) *Gnesta* (*Rail. Rest.) we pass the picturesque *Frustunasjö* and *Lake Sillen*. 291 Kil. *Mölnbo;* 302 Kil. *Jerna*.

314 Kil. *Saltskog*, whence a short branch runs to (1 Kil.) the town of **Södertelje** (*Stads-Hot.; Bad-Hot.;* pop. 9670), finely situated at the S. end of a bay of *Lake Mälar*, with an old church, a hydropathic, and many villas of wealthy Stockholmers.

From Saltskog a branch-railway runs W., on the S. side of Lake Mälaren, to Eskilstuna (82 Kil., 2¼-3 hrs.; from Stockholm 3½-4 hrs.).

35 Kil. *Läggesta*, junction for (4 Kil.) *Mariefred-Gripsholm* (p. 344); 40 Kil. *Åkers Styckebruk* (large gun-foundry), whence a branch runs to *Strengnäs* (15 Kil.; p. 346); 82 Kil. *Eskilstuna*, see p. 370.

From Södertelje Steamer several times daily through the Södertelje Canal (p. 297) to *Trosa* (p. 297), *Nyköping*, etc.; also N., down Lake Mälar, to Stockholm (comp. p. 297).

The train crosses the *Södertelje Canal* by a lofty swing-bridge. 327 Kil. *Tumba*, with the large paper-mill of the Bank of Sweden; 342 Kil. *Elfsjö* (branch to *Nynäshamn*, see p. 342; 55 Kil., in 1-2 hrs.); beyond it a tunnel; 346 Kil. *Liljeholmen*, with railway-workshops and many factories.

The train crosses the *Årstavik* by a long embankment; to the right is the sugar-factory of *Tanto*, to the left the Mälar, with the *Reimersholm* and *Långholm* (p. 343). It passes through a tunnel under Södermalm (p. 331), to the Mälar (Söderström), crosses its S. arm and the W. end of the island on which the old town lies, then the Riddarholm and the Riddarfjärd, and enters the handsome *Central Station* of *Stockholm* (p. 304; from Nässjö 350, from Malmö 618, from Gotenburg 458 Kil.).

49. From *(Christiania and)* Charlottenberg to Laxå *(and Stockholm)*.

Railway from Christiania to Stockholm, 560 Kil. (Norwegian line to Charlottenberg, Swedish thence to Stockholm); express in 12½ hrs.; through-carriages at night, comp. p. 263.

The railway from Charlottenberg to Laxå *(Nordvestra Stambana)* traverses the **Vermland**, a province rich in lakes and forests, and in iron and other ores, recently opened up by railways and canals. It was the birthplace of *Tegnér* and *Geijer*, and its praises have been sung by *Fryxell* in his *Vermlandsvisa*. Interesting excursion from *Kil* to *Frykstad* and the *Fryken Lakes* (see below), or from Christinehamn to *Filipstad* (p. 363).

From Christiania to (143 Kil.) *Charlottenberg*, see R. 13.

At **Charlottenberg** (**Rail. Rest.*, D. 1½ kr.), the first Swedish station, carriages are generally changed. Custom-house here for luggage entering Sweden; in the reverse direction, at Christiania. In the vicinity are the Charlottenberg iron-works and *Eda*, a watering-place with a chalybeate spring.

Beyond Charlottenberg we pass the *By-Sjö* (269 ft.) on the right. Pretty scenery and extensive view. 14 Kil. *Åmot*, on the *Flagan-Sjö*; 25 Kil. *Ottebol*.

34 Kil. **Arvika** (**Rail. Rest.*; *Arvika Hot.*; pop. 4130) is prettily situated on the *Glafsfjord*, here called *Elgåfjord*, which is connected with Lake Venern by the *Seffle Canal*. (Steamer to Seffle, p. 363, daily in 6 hrs.) The canal occupies the ancient bed of the Glommen (p. 97), which once fell into Lake Venern, and which still sometimes sends part of its waters this way during the melting of the snow. Adjacent is *Arvika Helsobrunn* ('health spring').

Beyond (49 Kil.) *Edane* we cross the large and picturesque *Vermelen-Sjö* (184 ft.) by a viaduct, 710 yds. long, and pass through a tunnel. Grand forest-scenery. 56 Kil. *Brunsberg*. Farther on, the train crosses the *Nors-Elf*, the effluent of the Fryken Lakes, by an iron bridge 198 yds. long and 63 ft. high, resting on five iron piers and massive granite foundations, securely laid in the loose alluvial soil. Beyond the bridge the train reaches —

82 Kil. **Kil** (348 ft.; *Jernvägs-Hot.*), junction of the Gotenburg and Falun railway (R. 56), and of a branch to Fryksta.

The branch-railway to (3 Kil.) **Fryksta** (213 ft.), at the S. end of the *Nedre Frykensjö* (197 ft.), is the oldest line in Sweden, having been begun in 1849. From Fryksta a well-equipped steamer plies once or twice daily on the three ***Fryken Lakes** (*Nedre, Mellan*, and *Öfvre Fryken*) to Torsby (in 5-6 hrs.). The *Fryksdal*, 80-90 Kil. long, is very picturesque. The steamer calls at *Rottneros Bruk*, 'Vermland's gem', near the N. end of the central lake, visit the *Fall of the Rottna-Elf*, and at *Sunne* (Turist-Hot.; Hot. Nilsson; Hot. Svea), on the strait between the centraland the upper lake, another pretty place, where *Anders Fryxell* (d. 1881 at Stockholm), the author of a history of Sweden and of the 'Vermlandsvisa', was once pastor. The steamer goes on to *Torsby* (*Turist-Hot., R. 1½-2 kr.; Stora Hot.), in a fine site at the N. end of the upper lake, the grandest of the three. Many large iron-works, some of which belong to the Edsvalla-Bruks-Bolag.

95 Kil. *Skåre*.

102 Kil. **Karlstad** (*Stads-Hot.*, R. from 1½ kr., commended; *Hot. Kristiania; Rail. Rest.*; pop. 15,350), the capital of Vermland, with broad streets and avenues, and a brisk timber-trade, is picturesquely situated on the *Tingvallaö*, at the influx into Lake Venern of the *Klar-Elf*, which descends from Norway. The negociations for the dissolution of the union of Sweden and Norway took place here in 1905. Steamboat to Venersborg and Lidköping (p. 287).

From Karlstad the 'Östra' narrow-gauge railway runs N. by (30 Kil.) *Deje* (p. 363). (59 Kil.) *Munkfors*, (83 Kil.) *Sjögränd* (branch to Edebäck, 5 Kil.), and (86 Kil.) *Uddeholm*, with its important factories, on the *Rådasjö*, to (93 Kil.) *Hagfors*, whence it is continued to the S. by the Filipstad line (p. 363).

The train crosses the E. arm of the Klarelf by a long bridge and skirts the N. bank of the vast *Lake Venern* (p. 286), which, however, is seldom visible. 113 Kil. *Skattkärr*.

142 Kil. (88 M.) **Christinehamn** (*Stads-Hot.; Jernvägs-Hot.*; pop. 8140), a busy trading town, lies on the *Varnumsvik*, a bay of Lake Venern. Steamers to Venersborg and Lidköping, p. 286. Railway to Mora, see p. 367.

Beyond (154 Kil.) *Björneborg* we skirt *Lake Vismen*. 165 Kil. *Strömtorp*; 168 Kil. *Degerfors*, on the *Möckelnsjö* (295 ft.). From these two stations, skirting the lake, run two important branch-lines: N. from Degerfors to *Dalkarlsberg*. *Vikersvik* (where the two lines cross), *Striberg* (with branch to Gyttorp, see below), and *Bredsjö* (97 Kil.; p. 363); and W. from Strömtorp to *Karlskoga*, *Bofors*, *Kortfors* (with branch to Grytthyttehed, p. 363), *Vikersvik* (see above), *Gyttorp*, *Nora*, and *Ervalla* (65 Kil.; p. 361), with its

continuation S. from Strömtorp to *Gullspång* and *Otterbäcken* on Lake Venern (45 Kil.).

180 Kil. *Svartå;* 198 Kil. *Porla*, station for the mineral baths of *Porla Helsobrunn;* 203 Kil. *Laxå* (p. 290). From Laxå to *Stockholm*, see pp. 290 and 301.

50. Stockholm.

ARRIVAL. The CENTRAL STATION (Pl. C, 5, 6) is for all except several local railways. *Hotel-omnibuses* (3/4-1 kr.) and *Cabs* (p. 305) are in waiting. *Porter* ('stadsbud'), 10-15 ö. each package. An *Interpreter* meets trains and gives information (no fee). — Those who arrive by STEAMER will find cabs and porters on the quay. For time and place of arrival or departure see 'Sveriges Kommunikationer', under the headings 'norrut', 'söderrut', 'österut', 'vesterut', 'Kanalvägen', 'Göta Kanal', 'Mälaren'.

Hotels (English spoken at first-class and many second-class). *GRAND HOTEL (Pl. *gh;* E, F, 5), Södra Blasieholms-Hamnen, with fine view of the Palace, quays, and harbour, a comfortable and well-managed house, ranking with the best in Europe, with reading-room, American bar, and café, R. 4-14, B. 1, L. (11-3) 2½, D. (4.30-7.30) 4½ kr. — *HOT. RYDBERG (Pl. *r;* D, E, 6), Gustaf-Adolfs-Torg, facing the Norrbro, well fitted up, with café, R. 3½-10, B. 1, L. 1½-2, D. 2-3½ kr.; *HOT. CONTINENTAL (Pl. *c;* C, 5), Vasa-Gatan 22, opp. central station, with baths, R. 3-10, B. 1, L. 1½, D. 2½-3½ kr.; *HOT. KRONPRINSEN (Pl. *kr;* D, 5), Drottning-Gatan 29, R. 3-16, B. ¾, L. 2, D. 2-3½ kr., with grill-room, etc. — Smaller: BELFRAGE (Pl. *b;* D, 6), Vasa-Gatan 8, R. 3-8, B. 85 ö., L. 1¾, D. 2¾, pens. from 6 kr., good. — Rooms only, with breakfast and cold meals: KUNG KARL (Pl. *k;* D, 5), S. end of the Brunkebergs-Torg, R. from 2, B. 1¼, L. 1½ kr.; H. HORN (Pl. *h;* D. 5), Malmtorgs-Gatan 4, R. from 2½, B. 1 kr., commended; H. DE SUÈDE (Pl. *s;* D, 5), Drottning-Gatan 43, R. 2½-7 kr., well spoken of; H. GERMANIA (Pl. *ge:* E, 5), Gust. Adolfs-Torg; H. BELLEVUE (Pl. *be;* D, 5), Brunkebergs-Torg 16, R. 2½-8 kr., B. 60 ö.; H. HELLMAN (Pl. *he;* C, 5), Bryggare-Gatan 5, R. from 1.75 kr., no fees; CENTRAL-HOT. (Pl. *ce;* D, 5), Klarabergs-Gatan 31, R. 2½-4, B. 1 kr., reputed good; STORA ROSENBAD (Pl. *ro;* D, 6), Klara Södra Kyrko-Gatan 4, R. 2¼-6, B. 1½ kr.; H. GUST. ADOLF (Pl. *ga;* D, 5), Regerings-Gatan 13. — In the old town (Stader, p. 312): H. ÖSTERGÖTLAND (Pl. *ö;* E, 6), Salvii-Gränd 3, by the Mynt-Torg (Pl. E, 6), R. 2½-6 kr., B. 60 ö., with restaur. (see below); H. REISEN, H. FRANKFURT (Pl. *fr;* F, 7), Skeppsbron 14 and 16.

Pensions (Engl. spoken): *Fröken L. Gyltenram*, Linné-Gatan 7, pens. 5-8 kr., commended; *Hot. Rex*, Vasa-Gatan 44, 5-7 kr.; *Cosmopolite*, Barnhus-Gatan 3, 5-6 kr.; *A. Dehn*, same street 12, 6-6½ kr.; *H. Clara Larson*, same street 23; *Pens. Kruse*, Klarabergs-Gatan 52; *Pens. Tattersall*, Grefture-Gatan 24, 4½-6 kr.; *Mrs. Lindblad*, Regerings-Gatan 111 (4 kr.); *Pens. Sylvia*, Birger Jarls-Gatan 18; *Pens. Belfrage*, Vasagatan 8.

Restaurants (déj. 9-1, D. 2-7, S. after 8 o'cl.; closed on Sun., 11-1 and 6-7). **Grand-Hôtel* and **Rydberg* (see above); **Opera-Källaren*, in the E. wing of the Opera House (Pl. 40; comp. p. 315; ground-floor), L. 1½, D. 2½ or 3½ kr.; **Rest. Rosenbad*, Strömgatan 24 (Pl. D, 6), D. 2 kr.; **Rest. du Nord*, Kungs-Trädgård. E. side, by the Dramatiska Teater; **Rest. Métropole*, Norrmalms-Torg, S.E. corner (Pl. E, 4, 5), D. (2-7 p.m.) 2 kr.; *Café-Rest. Riche*, Birger-Jarls-Gatan 4 (Pl. E, 4); *Hamburger Börs*, Jakobs-Gatan 6 (Pl. E, 5), near the Jakobskyrka; *Hot. Östergötland* (see above), good L.; *Pelikan Källare*, Brunnsbacken 4, opp. the Katarina-Hissen (p 331), Swedish, good; '*Automatic Rest.*', Drottning-Gatan 19, 41; Hamngatan 20; Regerings-Gatan 25, etc. — *In the Djurgård*: **Hasselbacken* (Pl. I, 6; p. 337), with garden, a fashionable resort (music in the afternoon), D. 3½ kr.; *Jägarlyddan*, also in the park, nearer the town. At *Saltsjöbaden*, see p. 342.

STOCKHOLM
1:15.000
0 100 200 300 400 500 600
m
Engl. Mile.
Tramway
N
S
Östra Stationen
Sofiahemmet
Idrotts-parken
Kasern
Observatorium
Reallärov.-verket
Stockh. läns Cellf.
Katolska K.
Ryska K.
Allm. Barnhuset
Johannes kyrka
Kgl. Bibliot.
Engelbr. Kyrka
Veterinär institutet
Gustaf Adolfs K.
Ladugårdslands-planen
Circus (Olympia)
Oscars Kyrka
Fredrikshof
Nordiska Museet
National Museum
Teater
Cari Joh. Kyrka
Serafimer lasarettet
Gasverket
Riksdagshuset
Kungl. Slottet
Skeppsholmens Kasern
Kgl. Sjökrigsskolan
Kastellet
Katarina kyrka
Högre Läroverk
Södra Latin
Seraf. Kyrka
Tyska K.
Katolska K.
Gustaf Vasa K.
Norra Latin Läroverk
Veterinär Akademien
Observatorie Drottning Kristinas Tegnskola
Bergsskolan
Barnhuset
Sabbatsberg
Kungsholmen
Riddarholmen
Helgeandsholmen
Blasieholmen
Skeppsholmen
Kastellholmen
Beckholmen
Långholmen
Reimersholme
Södermalm
Östermalm
Norrmalm
Gamla Stan
Riddarfjärden
Mälaren
Saltsjön
Klara Strand
Klara viken
Nybro viken
Ladugårdslandsviken
Djurgårdsbrunnsviken
Strandvägen
Karlavägen
Valhallavägen
Ladugårdsgärdet
Norr Mälarstrand
Söder Mälarstrand
Söderström
Norrström
Skeppsholmsbron
Strömbron
Norrbro
Vasabron
Centralbangård
Norra Bangård
Södra Bangård
Hornstull
Norrtull
Djursholm
Rimbo
Wärtan
Ropsten
Skarpnäck
Norrköping
Upsala
Karlberg
Hudiksvall
Gefle
Westerås
Geograph. Anstalt von
Wagner & Debes

STOCKHOLM
1:15.000
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m
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Engl. Mile.
Tramway
N
S
Norrtull
Rimbo Norrtelje
Djursholm
Wärtan, Ropsten
Östra Stationen
Kasern
Sofiahemmet
Idrotts-parken
Allm. Barnhuset
Reallärov.-verket
Stockh. läns Cellf.
Observatorium
Drottning Kristinas väg
Vasaparken
Vasa Realläroverket
Beskolan
Johannes kyrka
Katolska K.
Ryska K.
Vattenledningsbassin
Vanadisvägen
Tunnelgatan
Valhallavägen
Karlavägen
Ladugårdsgärdet
Gustaf Adolfs K.
Veterinär institutet
Ladugårdslands Cirkus (Hyumia)
Karla-mill planen
Humlegården
Kgl. Bibliot.
Engelbr. kyrka
Brunnsgatan
Tegnérlunden
Tegnérgatan
Sabbatsberg
Vetenskaps Akademien
Norra Latin Lärov.
Norra Real Torget
Klara Strand
Klara viken
Norra Arbetsrättningen
Gasverket
Centralbangård
Kungsholmen
Kungsholms kyrka
Serafimer lasarettet
Garnisons sjukhuset
Fiskartorpet
Kgl. Slottet
Slottsbacken
Riksdagshuset
Helgeandsholmen
Riddarholmen
Riddarholmskyrkan
Norr Mälarstrand
Mälaren
fjärden
Skeppsholmen
Kastellholmen
Kastellet
Beckholmen
Saltsjön
Djurgårdsbrunnsviken
Djurgårdsstaden
Djurgårdsstadion
Nordiska Museet
National Museum
Blasieholmen
Blasieholmshamnen
Nybroviken
Nybrohamn
Strandvägen
Skogsinstitutet
Arsenalen
Tekniska Högskolan
Laboratorium
Fredrikshof
Oscars Kyrka
Hofstall
Kapellgatan
Berzelii park
Kungsträdgården
Gustav Adolfs torg
Operahuset
Teater
Riksmus.
Kammerherrens Villa
Cirkus
Djurgårdsstadion
Djurgårdsstallen
Jarlaberg
Nybroplan
Jakobs torg
Jakobsbergsgatan
Mäster Samuelsgatan
Smålandsgatan
Regeringsgatan
Hamngatan
Kungsgatan
Kungsbron
Vasagatan
Centralbron
Klarabergsgatan
Klarabergsviadukten
Plemingsgatan
Mariebergsgatan
Kungsholmsgatan
Fleminggatan
Fersenska palatset
Ulriksdalsvägen
Karlbergsvägen
Karlbergsgatan
Torsgatan
Sankt Eriksgatan
Sankt Eriksbro
Hantverkargatan
Luntmakargatan
Tulegatan
Sveavägen
Odengatan
Kungsgatan
Drottningholmsvägen
Västmannagatan
Vanadisvägen
Tunnelgatan
Hagagatan
Birger Jarlsgatan
Karlavägen
Valhallavägen
Ladugårdsgärdet
Linnégatan
Fredrikshofsgatan
Artillerigatan
Strandvägen
Nybrogatan
Grev Magnigatan
Östermalmstorg
Humlegårdsgatan
Riddargatan
Sturegatan
Östermalmsgatan
Karlavägen
Engelbrektsgatan
Birger Jarlsgatan
Tegnérgatan
Kungsgatan
Vasagatan
Klarabergsgatan
Centralbron
Gamla Brogatan
Regeringsgatan
Hamngatan
Mäster Samuelsgatan
Smålandsgatan
Jakobsbergsgatan
Jakobs torg
Norrmalms torg
Brunnsgatan
Lützengatan
Lästmakargatan
Tulegatan
Luntmakargatan
Hantverkargatan
Sankt Eriksgatan
Sankt Eriksbro
Fleminggatan
Plemingsgatan
Mariebergsgatan
Kungsholmsgatan
Kungsbron
Kungsbrohamnen
Stadshuset
Stadshusbron
Stadshusbacken
Stadshusgården
Riddarhustorget
Riddarhuset
Riddarhusgatan
Riddarholmsbron
Riddarholmsgatan
Riddarholmskyrkan
Gustav Adolfs torg
Operahuset
Kungsträdgården
Berzelii park
Hofstall
Kapellgatan
Nybroplan
Nybrohamn

Cafés (open at or after 9 a.m.) at the **Grand-Hôtel* (p. 304), **Hot. Rydberg* (p. 304), etc. Also, **Opera Café*, Karl den Tolftes Torg, E. wing of the Opera House, with fine view (p. 315); *Blanch's Café* (Pl. 19; E, 5) and *Café Victoria*, Kungsträdgården; **Berns Salonger*, by the Berzelii Park (p. 316); *Strömparterre*, see p. 309. Music at most of the these in the evening, when the society is rather mixed. Wraps provided in cool weather (10 ö.).

Beer. *Anton* and *Himmelsleiter*, Jakobs-Gatan 19 and 18; *Deutsche Bierquelle*, Hamn-Gatan 18A (Pl. D, E, 5); *Sturehof*, Stureplan 6 (Pl. E, 4). — **Italian Wine:** *Taverna Italiana*, Norrmalms-Torg 4 (E. side; Pl. E, 4, 5).

Confectioners (*Conditorier*, mostly with ladies' café). *Hellbacher*, Norrlands-Gatan 2–4 (Pl. E, 5); *Feith*, Drottning-Gatan 40 and Strandväg 1 (Pl. D, 5, and F, 5); *Berg*, Regerings-Gatan 14 and Sture-Gatan 14; *Thörnblad*, Sture-Plan 4; *Landelius*, Storkyrkobrinken 9 (Pl. E, 7).

Cabs, all 'taximeter': 1-2 pers. per 800 mètres (½ Engl. M.), or 3-4 pers. per 600 m., 50 ö., each 400 or 300 m. more 10 ö.; with luggage, or at night, or out-side the city, or to or from any station, 400 m. 50 ö., each 200 m. more 10 ö. — Stands: by the Post Office, in the Brunkebergs-Torg, on the Skeppsbro, in the Stor-Torg, the Gustaf-Adolfs-Torg, the Norrmalms-Torg, etc. — *Motor-Cabs* (also taximeter), Kungsträdgården, by the Jakobs Kyrka.

Tramways (*Spårvägar*). Fare 10 ö. within the city; same for an 'Öfvergångsbiljet', available for Lines 1-5; outside the city (Lines 3 and 5) 15 ö. — The conductor gives change up to 1 kr.; he collects the fares in a box. Passengers get in on the left side.

1. RING LINE (green boards and lamps): From *Slussen* (Pl. E, F, 8) by the *Skeppsbro* to the *Norrbro* (Pl. E, 6), then E. along the Kungsträdgård, by the *Norrmalms-Torg* (Pl. E, 4, 5; change for the Djurgård) and *Birger-Jarls-Gatan* to the *Sture-Plan* (Pl. E, 4; branch through the Sture-Gata to the Karlaväg, see below), then to the *Roslags-Torg* (Pl. D, 3) and by the *Luntmakare-Gata* (but in the reverse direction by the *Stora Badstuga Gata*), *Adolf-Fredriks-Södra-Kyrko-Gata*, *Stora Barnhus-Gata*, *Vasa-Gata*, and across the *Vasa-Bro* back to *Slussen*. Same routes in reverse direction.

2. ÖSTERMALM-KUNGSHOLM (white boards and lamps): From the Karlaplan (Pl. G, 3) through the Narvaväg and the Strandväg, across the Norrmalms-Torg, the Kungsträdgård, and the Gustaf-Adolfs-Torg, then by the Strömgata over the Tegelbacken and across the Nya Kungsholmsbro to the suburb of *Kungsholmen* (Pl. A, B, 5, 6), as far as the Mariebergs-Gata; returning to the city by the Flemming-Gata, Kungs-Gata, and Olofs-Gata, and then, as Line 1, to the Stureplan, and by the Sture-Gata and Karlaväg back to the Karlaplan.

3. HAGA-SLUSSEN-ROSLAGSTULL (red boards and lamps): From the N. end of the *Nya Kyrkogård*, N. of the city, past *Haga Grindar* (p. 340), through the Norrtulls and Uplands-Gata (Pl. A, B, 1-4), past the Norra Banegård (Pl. B, 4, 5), then, as Line 1, round the inner city, past Slussen (Pl. E, F, 8), to the Roslags-Torg (Pl. D, 3), and as far as the N. end of the *Roslags-Gata* (Pl. C, 1, 2).

4. NORRMALMS-TORG TO ST. ERIKSPLAN (blue boards and lamps): From the *Norrmalms-Torg* (Pl. E, 4, 5), through the Sibylle-Gata, Valhalla-Väg, and Odengata to *St. Eriksplan* (Pl., beyond A, 3).

5. KARLBERG-VÄRTAN (yellow-green boards and lamps): From *Karlberg* (Pl., beyond A, 2) through the Karlbergs-Väg, Dala-Gata, and Vasa-Gata, over the Tegelbacken, across the Gustaf-Adolfs-Torg, Kungsträdgård, Norrmalmstorg, Stureplan, and by the Sturegata and Sturevägto the harbour of *Värtan* (Pl., beyond G, 1); then to *Ropsten* by the Lidingöbro, whence a ferry (5 ö.) crosses to the terminus of the electric tram across the *Lidingö*.

6. DJURGÅRD LINE (blue-yellow boards, a blue and a yellow lamp): From *Norrmalmstorg* (Pl. E, 4, 5) to the Djurgård, past Hasselbacken (Pl. I, 5), to Bellmansro (p. 339).

There are also three electric lines in SÖDERMALM, starting from the S. side of *Slussen* (Pl. E, F, 8), W. to *Hornstull* (Pl. A, B, 9), E. to *Tegelviken* (Pl. I, 9), and S. to *Skanstull*.

Electric Rail to DJURSHOLM, see p. 341.

Key to the Plan of Stockholm.

Akademier (Academies):

1. Akad. för de fria Konsterna (Academy of Arts) . . . . D, 6
2. Landtbruks Akademi (Agricultural Academy) . . . . D, 5
3. Musikaliska Akademi . . . F, 5
5. Riks-Arkivet (Archives) . . D, 7
6. Badinrättningar (Baths) B, 7; C, 4; D, 6; E, 4; F, 6

Banegårdar (Rail. Stations):

Central, C, 5, 6; Östra, D, 1; Södra, E, 9; Saltsjöbana, F, 8.

Banker (Banks):

7. Riksbanken (State) . . . D, E, 6
8. Skandinaviska Kredit-Aktiebolag (Joint Stock Bank). E, 7
9. Stockholms Enskilda Bank (Private Bank) . . . . . E, 7
4. Stockholms Inteckning Garanti Aktiebolag . . . . . D, 6
11. Södra Sverige Bank . . . . D, 6

10. Barnbördshuset (Maternity Hospital) . . . . . A, 6
Bergsskola (Mining School) B, 3
Bibliotek, Riks- . . . . . E, 3

Bildstöder (Monuments):

Berzelius (Berzelii Park) . E, 5
Birger Jarl . . . . . D, 7
Charles XII. . . . . E, 5
Charles XIII. . . . . E, 5
Charles XIV. John . . . . E, 8
Ericsson, John . . . . . E, F, 5
Ericsson, Nils . . . . . C, 6
Gustavus Adolphus . . . . E, 6
Gustavus III. . . . . E, F, 6
Gustavus Vasa . . . . . D, 7
Linnæus . . . . . E, 3
Oxenstjerna, at Riddarhus. D, 7
Scheele . . . . . E, 3
Biologiska Museum . . . . I, 6
12. Börse (Exchange) . . . . . E, 7
13. Nobel-Institute . . . . . B, 4
14. Flottans Förrådshus (Marine Arsenal) . . . . . G, 7
15. Frimurareloge (Freemasons' Lodge) . . . . . F, 5
16. Vallinska Skola . . . . . D, 7
17. Gymnastiska Institut . . . D, 5
Hasselbacken . . . . . I, 6
18. Hofrätt (Court of Appeal) . D, 7
19. Konstföreningen (Art Union) E, 5

Kyrkor (Churches):

Adolf Fredriks Kyrka . . C, 3, 4
20. Blasieholms Kyrka . . . . F, 5
21. Engelska Kyrka (Engl.) . . B, 4
22. Finska Kyrka (Finnish) . . E, 7
Gustaf Adolfs Kyrka . . H, 1, 3
Gust. Vasa Kyrka . . . . . B, 2
Hedvig Eleonora Kyrka . . F, 4
23. Jakobs Kyrka . . . . . E, 5
Johannis Kyrka . . . . . D, 3
Karl Johans Kyrka . . . . G, 6
Katarina Kyrka . . . . . F, 9
24. Katolska K. (Rom. Cath.) D, 5; C, 1
Klara Kyrka. . . . . D, 5
Maria Kyrka . . . . . E, 8, 9
Oskars Kyrka . . . . . H, 4
25. Riddarholms Kyrka . . . . D, 7
Ryska Kyrka (Russian) . . D, 1
Samuelskapell . . . . . E, 2
St. Peter's Kyrka . . . . . B, 4
27. Storkyrka . . . . . E, 7
28. Tyska Kyrka (German) . . E, 7
Ulrika Eleonora Kyrka . . B, 6
29. Mosebacken . . . . . F, 8
Mynt, Kongl. (Mint) . . . . B, 6
National Museum . . . . . F, 6
Norrtull. . . . . A, 1
Observatory . . . . . B, 3
30. Öfverståthållarehus (Governor's House) . . . E, 6, 7
31. Palats, Arfprinsens . . . . D, 6
32. Poliskammaren (Police) . . D, 6
33. Posthus (Post Office) . . . D, 6
34. Rådhus (Town Hall) . . D, 6, 7
35. Riddarhus. . . . . D, 7
36. Gamla Riksdagshus . . . . D, 7
Riksdagshus (Parl.) . . . . E, 6
37. Sällskapet (a club) . . . . E, 5
Serafimer Lasarett . . . . B, C, 6
Skansen . . . . . I, 5, 6
38. Slöjdskola (Industrial) . . . D, 5
Slott, Kongl. (Royal Palace) E, 6
39. Synagogan (Synagogue) . . E, 5

Teatrar (Theatres):

40. Kongl. Teater . . . . . E, 5, 6
41. Kongl. Dramatiska Teater . E, 5
42. Svenska Teater . . . . . F, 5
Djurgårds Teater . . . . I, 5, 6
44. Vasa Teater . . . . . C, 4, 5
45. Södra Teater . . . . . F, 8

Tekniska Skola, see Slöjdskola.

46. Tekniska Högskola . . . . B, 3
47. Telegrafen . . . . . E, F, 6
48. University (Stockholms Högskola) . . . . . C, 5
Vanadislund . . . . . B, 1
Vetenskaps Akademi (Academy of Science) . C, 3, 4

Steam Launches (*Ångslupar*), a special feature of Stockholm, very numerous, on Lake Mälar and the Saltsjö (p. 340), in all directions, every 3-15 min. (fares 3-15 ö.). Boards on the steamers tell their destinations. Tickets (Pollett) are usually taken at the offices on the quays, and then put into a box on boarding the steamer.

To the Djurgård (p. 352) are the following lines: —

1. From the *Räntmastare-Trappa* (Pl. F, 7, 8) every 1/4 hr.; fare 7 ö.
2. From the *Nybrohamn* (Pl. F, 5) every 1/4 hr.; fare 5 ö.
3. From *Skeppsholmen* (Pl. G, 6) every 10 min.; fare 5 ö.
4. From the *Bomslups-Trappa* (Pl. F, 7), or from the Strandväg (Pl. G, 5), round the Djurgård (about 1 hr.), with numerous halts. 11 times daily, Sun. 21 times; fare 35 ö.

Other Lines: — From *Karls XII. Torg* (Pl. E, 5, 6) to the *Stadsgård* (Pl. F, 8; Saltsjöbaden Station, p. 342); fare 7 ö.

From *Gustafs III. Staty* (Pl. E, F, 6) to *National Museum* (Pl. F, 6); 3 ö.

Several of the steamboats plying to the Environs of Stockholm are mentioned in R. 51. See also *Sveriges Kommunikationer* (under the heading '*Stockholms Omgifningar*' (Nos. 363 392), with sub-headings '*Mälaren*' and '*Saltsjön*'). The smaller *Stockholms Ångbåts Turlista* (10 ö.) is handier.

Post Office (Pl. 33; C, 5), Vasa-Gatan; open 8 a.m. to 9 p.m.; Sundays 9-11 and 1-6. — **Telegraph Office** (Pl. 47; E, F, 6), Skeppsbron 2; day and night. Several sub-offices.

Banks (open 10-3): *Riksbank* (Pl. 7; D, 6; p. 310); *Skandinaviska Kredit-Aktiebolag* (Pl. 8; E, 7), Storkyrkobrinken 7; *Stockholms Enskilda Bank* (Pl. 9; E, 7), Lilla Ny-Gatan 27; *Stockholms Handelsbank*, Kungsträdgårds-Gatan (Pl. E, 5); *Södra Sverige Bank* (Pl. 11; D, 6), Drottning-Gatan.

British Minister, *Sir E. A. Spring-Rice.* — **American**, *Hon. Chas. H. Graves.* — **Consuls.** American, *Mr. E. L. Adams;* vice-consul, *Mr. Axel Georgii.* British, *Mr. H. M. Villiers;* vice-consul, *Mr. W. Sterling.*

Swedish Tourists' Union (*Svenska Turistförening*), N. of the Kungsträdgård, Norrlands-Gatan 2 & 4 (2nd floor); office-hours 10-4.30; information gratis. — *Nordisk Resebureau* (Cook's agent) in the Royal Theatre, N. side, for railway and steamboat tickets and information, with exchange-office. — *Turist-Trafik-Förbund* (society for aiding tourists) at the Central Station.

Booksellers: *Fritze's Hofbokhandel*, Gustaf-Adolfs-Torg 18; *Nordiska Bokhandel*, Drottning-Gatan 7. — Photographs at the booksellers' and art-dealers'.

Shops. Antiquities: *E. G. Andersson*, Biblioteks-Gatan 12; *S. Swanberg*, Vestra Trädgårds-Gatan 17. — Fishing-gear, sport, etc.: *M. Widforss*, Klara Bergs-Gatan 31; *Bastman*, Kungsträdgårds-Gatan 12; *Lundgren's*, Storkyrkobrinken 12. — Furs: *P. N. Bergström*, Freds-Gatan 18, by the Gustaf-Adolfs-Torg; *D. Forssels Söner & Co.*, Drottning-Gatan 26. — Jewellers: *Anderson*, Jacobs-Torg 1; *Hallberg*, Regerings-Gatan 6; *Möllenborg*, Drottning-Gatan 14. — Glovers and Men's Mercers: *John Sorman*, Regerings-Gatan 4; *C. Bergström*, Gustav-Adolfs-Torg 14; *Alb. Schmidt*, in the Royal Theatre; *C. Malmberg*, Hamn-Gatan 13. — Miscellaneous: *Nordiska Kompani*, Regerings-Gatan 5 — Porcelain of the *Gustafsberg Factory*, Östra Trädgårds-Gatan 2a, Karl XII.'s Torg — Swedish fancy-work: *Bikupan* ('bee-hive'), Klarabergs-Gatan 23; *Svensk Konstslöjd Utställning*, Birger Jarls-Gatan 14; *Handarbetets-Vänner*, see p. 308 — Iron and steel wares from *Eskilstuna* at Stureplan 2 and Malmtorgs-Gatan 1. — Art Dealer: *Th. Blanch*, Hamn-Gatan 16, by the Kungsträdgård; *Haltin's Konsthandel*, Drottning-Gatan 22; *Birger Jarls Magasin*, Birger Jarls-Gatan 20. — Swedish Punch: *J. Cederlund's Söner*, Drottning-Gatan 6.

Baths. *Central-Bad*, Drottning-Gatan 88 (Pl. 6; C, 4; with swimming-basin, 50 ö.); also Sture-Gatan 4 (Pl. 6; E, 4) and Malmtorgs-Gatan 3 (Turkish, etc.; Pl. 6, D 6). *Swimming Bath* (Simskolan), to the W., by Strömsborg (Pl. D, 6; with towel, 40 ö.); *Ladies' Baths* (Pl. 6; F, 6), at the S.E. end of the Skeppsholms-Bro. — *Saltsjöbad*, see p. 342.

Theatres (mostly closed in summer): *Kongl. Teater* (p. 315; Pl. 40; E, 5, 6, excellent operas), Gustaf-Adolfs-Torg ('parkett' 4½. 'första radens balkon' 5, 'avantscenlogen' 4 kr.); seats may be booked in advance, at

higher rates, at the theatre-office or at the Almänna Tidnings-Kontor, Gustaf-Adolfs-Torg 10. — *Kongl. Dramatiska Teater* (p. 315; Pl. 41; E, 5), Kungsträdgårds-Gatan 6 (stalls and front seats 3 kr.). — *Nya Dramatiska Teater* (p. 316; Pl. 43; F, 4), Nybrohamn. — *Svenska Teater* (Pl. 42; F, 5), Blasieholms-Gatan. — *Oscars-Teater*, *Vasa Teater* (Pl. 44; C, 4, 5) Vasa-Gatan 17 and 19. — In the DJURGÅRD (p. 337): *Djurgårds Teater*, the *Arena Teater*, *Cirkus*, etc. (p. 337; Pl. I. 5, 6), in summer only. — In SÖDERMALM (p. 331): *Södra Teater* (Pl. 45; F, 8), Mosebacke-Torg, with summer-theatre.

Music in the afternoon and evening at *Hasselbacken* (p. 337), at the *Strömparterre* (p. 309), at *Blanch's Café* (p. 305), and in *Bern's Salonger* (p. 305).

TIME TABLE for Collections and other Sights (but liable to alteration): —

Archives, *State* (p. 313), week-days 10 to 2.30.

Art Exhibition (p. 316), Hamn-Gata 16, by the Kungsträdgård, N. side; week-days 10-5, Sun. 1-4; adm. 50 ö.

Artillery Museum (p. 316), Sun. 1-2.30 (free), Wed. 1-2.30 (10 ö.); on other days (10-12; 50 ö.) apply to the 'Tygmästare', left of the gate.

°*Biological Museum* (p. 337), from 10 a.m. (1 kr.); catalogue 25 ö.

Ethnographical Section of the National Museum and *Collection of Fossil Plants* (p. 318), Wed. & Sat. 12-2, free.

Geological Museum (Pl. 38; D, 5; p. 317), Mäster-Samuels-Gata 44; Swedish rock-specimens, fossils, etc.; Mon. and Thurs. 1-3, free.

Library, *Royal* (p. 318): exhibition-room week-days 10-3, free.

Handarbetets Vänner (Friends of Handicratts), with State subsidy, for promotion of national art, especially weaving, embroidery, and national costume; exhibition and sale, week-days 10-5, at Birger-Jarls-Gata 5 (Pl. E, 4).

°*National Museum* (p. 319): °*Art and Industry Collections*, on the 1st and 2nd floors, Sun., 1-4, and Tues. and Frid. 11-4, free; Wed., Thurs., and Sat. 11-3, 50 ö.; °*Historical Museum* (Swedish Antiquities) and *Cabinet of Coins*, on the ground-floor; in summer, Frid. 12-3 and Sun. 1-3, free; Tues. 12-3, 25 ö. On Mondays the Museum is closed, but visitors are admitted for a fee of 1 kr. (apply to the door-keeper).

Natural History Museum (p. 318), Wed. 12-2 and Sun. 1-3, free; Sat. 12-2, 25 ö.; at other times 1 kr.; catalogue 25 ö.

°*Northern Museum* and °*Armoury* (p. 333): week-days 11-4, Sun. 1-4, 50 ö., Mon. 1 kr.

Palace, *Royal* (p. 310): state-rooms daily, private rooms in absence of the royal family.

Panoptikon, Kungsträdgårds-Gata 18, daily 10-8 o'clock (1 kr.).

Regatta on the first Sun. in August.

Riddarholms Kyrka (p. 313), in summer Tues. & Thurs. 12-2, 25 ö., Sat. 12-2, free; in winter Tues. & Thurs. 12-2; apply to the 'Vaktmästare', Riksmarskalk's office, S.W. wing of Palace (25 ö. to 1 kr., according to number of pers.).

Riddarhus (p. 313), week-days; apply to the 'Vaktmästare', who attends till 3 p.m. in the ante-room, first floor, to the left. Fee 1 kr.

Riksdagshus (Parl. House, p. 310): daily in summer; apply to the 'Vaktmästare' (entrance by small door in front of N. wing); when the Chambers are sitting, 8-10 and 4-6 only; fee ½-1 kr.

°*Skansen* (p. 338), daily from 8 a.m. (50 ö.); dances and songs weekly; *Bredablick* (p. 338) from 10; 25 ö.

English Church (*SS. Peter & Sigfrid*; Pl. 21, B 4), Vallin-Gatan (p. 317); services at 11 and 6.

Chief Sights. Palace; Riddarholms Kyrka; National Museum; Northern Museum; Skansen, the 'open-air museum', with view from the Bredablick tower; also view from Katarina-Hissen (p. 331); walks on the Skeppsholm (p. 331) and in the Djurgård (p. 332). — Excursions to Saltsjöbaden (p. 342) and to Drottningholm (p. 343) or Gripsholm (p. 344).

A 4 *Stockholm*, the capital of the kingdom of Sweden, with 332,738 inhab., lies in 59° 20′ 34″ N. lat., at the influx of *Lake Mälar*

into an arm of the Baltic (*Saltsjö*, salt-sea) which forms an excellent harbour, kept open in winter by ice-breakers. The site of the city on islands and peninsulas, in the plain, and on rocky hills, with its handsome buildings, numerous bridges, busy quays, and brisk shipping-traffic, is highly picturesque. While most European cities have transformed their sites and affected their environs, Stockholm, a flourishing seat of modern culture, is still wrestling with the primæval rock, great masses of which have often to be removed to make way for new buildings.

In early Swedish history Sigtuna (p. 348) and Gamla Upsala (p. 353) were the centres of the national life. The foundation of Stockholm dates from *Jarl Birger of Bjelbo* (p. xlv), who in 1255, on the site of a settlement repeatedly destroyed by pirates and hostile tribes (Esthonians and Carelians, 1188), fortified the islands now called *Staden*, *Helgeandsholmen*, and *Riddarholmen*, with towers and walls, and made them the capital of his dominions. It took long before the city extended beyond these islands. The increasing population had several times begun to occupy the mainland to the N. and S., but their settlements were as often swept away by Danish besiegers (Margaret in 1389, Christian I. in 1471, Christian II. in 1520). The prosperity of the city began in the 17th cent., when it was the centre of the Baltic dominions of Sweden, which then included Finland, Esthonia, and Livonia. Since great fires in 1697, 1725, 1751, 1759, 1835, and 1857, solid stone houses have gradually superseded timber-buildings, and now many private dwellings are admirably constructed of granite. About the middle of the 17th cent. the population was 15,000, in 1751 it had increased to 55,700, in 1800 to 75,500, in 1850 to 93,000, in 1870 to 136,000, in 1880 to 168,750, in 1890 to 246,500, and in 1906 to 332,750.

Stockholm rivals Gothenburg in industrial enterprise. The metal, electric apparatus, and engine works and the breweries are specially thriving. The chief imports, which exceed exports, are coal, grain, textile fabrics, and colonial produce.

I. STADEN AND RIDDARHOLMEN.

The central point of Stockholm is the ***Norrbro** (Pl. E. 6), a handsome bridge of seven granite arches, completed in 1806, 377 ft. long and 62 ft. wide, partly standing on the E. margin of the small *Helgeandsholm*, and connecting the Norrmalm and Staden. On the E. side of the bridge is the *Strömparterre* (café, see p. 305), to which two flights of steps descend. The view from the bridge has long been famed.

'Hur präktigt speglar ej den strömmen af
Torn, hjeltestöder, slott och sångartempel,
Och aftonrodnan öfver Riddarholmen,
Der Sveriges ära sofver under marmor!' (Tegnér).

'Tower, heroes' statues, palace, muses' fane
Stand nobly mirrored in the stream below,
While bathed in evening-red glows Riddarholm,
Where, beneath marble, Sweden's glory sleeps'.

On the W. side of Helgeandsholm rises the **Riksdagshus** (Pl. E, 6; house of the national diet or parliament), an edifice in the Renaissance style, designed by *Aron Johansson*, and erected in 1898-1905 at a cost of over 10 million kroner. Over the chief portal are the Swedish arms, and on the top of the building rises a colossal statue of Svea by *Th. Lundberg*.

Interior (adm. see p. 303). On the ground-floor are the library, offices and refreshment-rooms. The vestibule is constructed of Kolmård marble (p. 301), and the superb staircase in Italian marble and stucco. On the walls are medallions of Swedish statesmen. The reading-rooms are adorned with Swedish landscapes by *Arboretius*, *J. Erikson*, *Wahlberg*, etc. On the principal floor are the two octagonal halls: that of the upper Chamber, in the N. wing, is seated for 150, and that of the lower, in the S. wing, for 230 members. In both halls the panelling is of Swedish red beech. — View from the roof.

Behind the Riksdag House, and connected with it by arcades, is the new *Riksbank* (Pl. 7), also designed by A. Johansson. — To the N. a foot-bridge leads to the Drottning-Gata (p. 317), and to the S. a bridge crosses to the Mynt-Torg (so-called from the old mint), from which the Mynt-Gata leads to the Riddarhus-Torg (p. 313).

At the S.E. end of the Norrbro, on the N. end of the island of Staden, is the ***Royal Palace** (Pl. E, 6), begun on the site of a royal residence called the 'Tre Kronor' (burned down in 1697) by *Nicodemus Tessin the Younger*, a distinguished Swedish architect, in the Renaissance style. The work was interrupted by the wars of Charles XII., but was completed by *Karl Gust. Tessin* (son of the first architect), *Hårleman*, and *Cronstedt* in 1760, and was thoroughly restored in 1898-1901. This great building, comprising ground-floor, entresol, and two upper stories, forms a rectangle of 136 by 127 yds., and encloses a court nearly square in shape. The N. and S. façades are adjoined by four lower wings, extending E. and W., so that the N. façade is nearly double the length of the central building. The N.W. portal, facing the bridge, has a handsome approach, built in 1824-34, called *Lejonbacken* from the bronze lions, cast in 1704, which adorn it. On the S.W. side of the palace are two detached buildings forming a small semicircular outer court, one being the chief *Guard House*. On the N.E. side, between the wings, is a small garden called *Logården*, or 'lynx-yard', because once intended for a small menagerie. The central quadrangle, entered by the N.W., S.W., and S.E. portals, is open to the public.

The Palace is usually open to visitors in summer (comp. p. 308). The rooms on each floor are shown by a different attendant (*Vaktmästare;* fee to each 50 ö., for a party 75 ö. or more).

The Main Entrance is in the W. wing, by the Guard House. Passing the sentinel, we turn to the left in the gateway and ascend the handsome

Staircase, with ceiling-paintings by *Prof. Jul. Kronberg:* Svea, genius of Sweden, with the Landing of Charles XIV. John, on one side, and Oscar II. receiving the doctor's degree, on the other. On the staircase leading to the second story are Aurora and the Four Elements, and in the passage, the Guardian Angel. Here also is a marble group, by *Byström*, of Juno and the infant Hercules.

On the Second Floor, to the right, are the state-apartments known as the **Festivitets-Våning.** We first pass through the *Life Guard Saloon*, the *Council Room*, and the *Audience Room*, the two latter containing splendid old tapestry and the last a smoke-darkened ceiling-painting from the history of Alexander the Great by *Jacques Fouquet* (1700). The Red Saloon contains allegorical ceiling-paintings by Fouquet with reference to the youth of Charles XII., and a valuable silver candelabrum of the time of Charles X. — We next come to the Grand Gallery, 52 by 7½ yds., with two cabinets, decorated with stucco, marble, and gilding. The handsome doors, carved in oak by *Henrion* in 1696-99, were designed by Fouquet. The allegorical ceiling-paintings are also by Fouquet (1702). This room and the following contain sculptures in marble by *Fogelberg*, *Byström*, *Molin*, and others. — The Great Festival Hall is known as *Hvita Hafvet* ('the white sea'), from its white stuccoed walls. The ceiling-paintings are by Italian artists of the first half of the 18th cent.

The First Floor of the same wing contains (on the left; but visitors are usually admitted by the stairs in the E. wing) the *Apartments* of the late King *Oscar II.*, richly adorned with old panelling and ceilings, fine antique furniture, porcelain, sculptures, and paintings. Among the works of art in the drawing-room are: Cupid, by *Sergel;* portraits of Charles XIV. John (Bernadotte), his consort Desirée Clary, Napoleon I., Josephine, Hortense Beauharnais, Queen of Holland, and Princess Augusta Amalia of Bavaria, wife of Eugène Beauharnais, all by *Fr. Girard;* miniatures by *Isabey;* and a portrait of Oscar II., by *Zorn.* In the gallery are older pictures: *J. van Goyen*, Coast-scene; *Jan Marsan*, Battles of Gustavus Adolphus; *Gerbr. van den Eeckhout*, Portrait of a lady; *Memling*, Portrait of a priest; *J. D. de Heem*, Still-life; *Frans Hals*, Fine portraits of a Dutchman and his wife (1633); *S. Botticelli*, Head of a youth. Here also are a bust and an equestrian statuette of Charles XII., by *Bouchardon.*

The E. Wing is entered from the court. In the gateway is a plaster cast of *Sergel's* model for the colossal group on the Gustavus Adolphus Monument, not reproduced in bronze till 1901. Beyond it, where a staircase (closed) descends to the Logård (p. 310), we have a fine view of the harbour. — The grand staircase, opposite the plaster group, ascends to the private apartments (1st floor) and state-rooms (2nd floor) of the royal family. They contain paintings by *Gude*, *Morten Müller*, and others, a fine collection of old silver-plate, and modern furniture. To the left are the older royal apartments (p. 310).

S. Wing. The staircase to the left in the finely vaulted passage between the court and Slottsbacken (see below) ascends to the Palace Chapel, adorned with ceiling-paintings by *Ehrenstrahl* and sculptures by *Bouchardon* and *Sergel* (service on Sun. at 11 a.m.). — The staircase to the right leads to the Riks-Sal, where the ceremony of opening the Chambers takes place. By the silver throne are statues, by *Fogelberg*, of Gustavus Adolphus and Charles XIV. John. Farther on is the Seraphim Room, or hall of the Knights of the Seraphim Order, the highest in Sweden, founded in 1748.

The S.E. façade of the Palace, with its colonnade, looks towards the Slottsbacke, or *Palace Hill* (Pl. E, 6), sloping down to the harbour. This Plats is adorned with an *Obelisk*, 99 ft. high, erected in memory of the loyalty of the citizens during the war against Russia in 1788-90, while the nobility were hostile to their sovereign (p. lii). At the foot of the slope is the finely executed ***Statue of Gustavus III.** (Pl. E, F, 6), by *J. T. Sergel*, a Swedish sculptor (p. 323), erected in 1808 by subscription in honour of that chivalric

monarch. The rudder on which the King leans is an allusion to his naval victories. — The broad quay bordering the E. side of the islet of Staden is the chief landing-place of the Baltic steamers. Fine view of the Skeppsholm.

The *Governor's House* (*Öfverståthållare-Huset;* Pl. 30; E, 6, 7), on the S.E. side of the Slottsbacke, was erected and originally owned by *Nicod. Tessin* (p. 310).

At the S.W. end of the Slottsbacke is the **Storkyrka** (*Great Church;* Pl. 27; E, 7), which, according to a modern inscription, was founded by Birger Jarl in 1264. It was rebuilt with the addition of the unpleasing tower (184 ft. high) in 1726-43. By the choir rises a monument to *Olaus Petri* (1493-1552), the reformer and first Protestant preacher in Stockholm, by Th. Lundberg (1897). The chief portal is at the W. end, in the street called Trångsund. In the interior, which consists of nave and double aisles, is a rich altar from Augsburg (early 17th cent.), in silver, ivory, and ebony, with 18 scenes from the Passion; also a brass candelabrum with seven branches, of the 14th cent.; two huge pictures, 'Last Judgment' and 'Crucifixion', by *Ehrenstrahl* (d. 1698); elaborately carved pulpit and royal stalls; several ancient tombstones; and fine silver vessels in the sacristy. The 'Kyrkväktare', or sacristan, lives at Svartman-Gata 22 (upper floor), beyond the German church (see below; fee ½-1 kr.).

The rest of the old town consists of several streets runing S. and converging at the Sluss (or sluice-bridge, p. 331), crossed by narrow lanes called 'brinkar' or 'grändar'. The different quarters are denoted by ancient names. The old town is the chief business centre. In the Stor-Torg (Pl. E, 7), its central and highest point, is the *Exchange* (Pl. 12), where the commercial world meets at one o'clock. The cross-streets descending E. and W. to the harbours are the seat of busy retail traffic. In 1520 the Stor-Torg was the scene of the 'Stockholm Blood Bath' (p. xlvii), when Christian II. of Denmark hoped to found his supremacy anew on the collapse of the Swedish aristocracy.

In the busy Svártmann-Gata (street of the black men, that is the Dominicans) is the **Tyska Kyrka,** or *German Church* (Pl. 28; E, 7), erected in 1636-42, and rebuilt from plans by Raschdorff, a Berlin architect, after a fire in 1878. The tower contains a set of chimes. The interior is roofed with network vaulting. The richly gilded altar and the pulpit of ebony and alabaster were presented by German merchants in the 17th cent.; the stained glass is from Munich (1887). The sacristan lives opposite the S. entrance.

We now follow the Stora Ny-Gata N.W. to the Riddarhus-Torg, or we may walk to it by the quays on the S. and W. sides of the island. In the latter case we pass the Kornhamns-Torg (Pl. E, 7), beyond which is Slussen, the bridge leading to the S.

quarters of the city. We next cross the Mälar-Torg (whence steam-launches ply to Maria-Hissen, p. 332) and the Kött-Torg ('meat-market'; Pl. D, E, 7), over which runs the railway, and enjoy views of Södermalm and Lake Mälar. To the N. of the Kött-Torg we follow the Munkbro (monks' quay; Pl. D, 7). Here, on the right, is the *Petersenska Hus*, a brick building of the 17th cent. Numerous steamers ply from this quay to all parts of Lake Mälar.

The Riddarhus-Torg (Pl. D, 7), bounded on the N.W. by the Riddarhus and the *Town Hall* (*Rådhus;* Pl. 34), is adorned with a **Statue of Gustavus Vasa,** by *P. H. Larchevêque*, erected in 1773 by the Swedish nobility on the 250th anniversary of the king's entry into Stockholm as the vindicator of Sweden's independence (p. xlvii). On 13th July, 1756, Count Brahe, Baron Horn and Wrangel, and others were executed here for conspiring to alter the constitution. On 10th June, 1810, the crown-prince having died suddenly, Marshal Axel von Fersen was lynched here by a mob who imagined he had poisoned the prince.

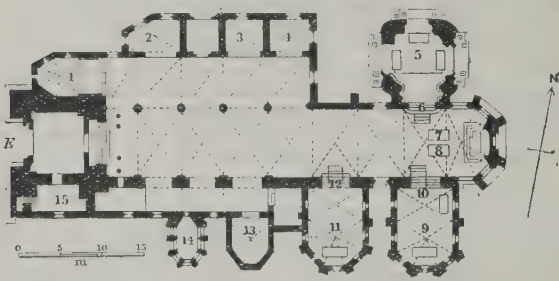
The **Riddarhus** (*Knights' House;* Pl. 35, D, 7), an interesting building in the Dutch-French rococo style, with a curiously curved roof, was erected in 1641-74 from designs by *Simon de la Vallée*, a French architect commissioned by Queen Christina. In a large hall on the first floor, with the armorial bearings of all the Swedish nobles, and ceiling-paintings by *Ehrenstrahl*, the Chamber of Nobles met down to 1866. A room on the ground-floor contains portraits of the marshals of the nobility from 1627 to 1865. Adm., see p. 308. — On the N. side of the building, in the fore-court, is a statue, by J. Börjeson, of the chancellor *Axel Oxenstjerna* (p. xlix). The Riddarhus-Gränd, passing here, leads to the handsome *Vasa-Bro* (Pl. D, 6), which crosses the Riddarfjärd in seven low arches to the Vasa-Gata (p. 317).

From the Riddarhus-Torg a bridge leads S.W. to the little island of Riddarholm (Pl. D, 7), in which rise the Riddarholms Church and several public buildings. To the right is the *Riks-Arkiv* (Pl. 5; adm., see p. 308). Before us is the *Court of Appeal* (*Svea Hofrätt;* Pl. 18). In the middle of the *Plats* is a *Statue of Birger Jarl* (p. 309), by *Fogelberg*, erected by the citizens in 1854.

The ***Riddarholms-Kyrka** (Pl. 25), with its tall perforated spire of cast iron, 295 ft. high, formerly a Franciscan church, has been the burial-place of Swedish kings and heroes since the reign of Gustavus Adolphus, but since 1807 it has been used for royal obsequies only. Originally Gothic, it has received so many Renaissance additions that it is picturesque rather than architecturally interesting. As Sweden's chief temple of fame it deserves a visit. Chief entrance at the W. end (ground-plan E; adm., see p. 308).

The walls of the church are blazoned with the arms of knights of the *Seraphim Order* (p. 311). The pavement is formed of tombstones.

In the choir, in front of the high-altar, are monuments of kings *Magnus Ladulås* (d. 1320; Pl. 7) and *Charles VIII.* (d. 1470; Pl. 8), with recumbent stone figures (16th cent.). On the right (S.) is the Chapel of Gustavus Adolphus *(Gustavianska Grafkoret)*, built in 1633 by the king's own order before his departure for Germany in 1629. Since 1832, the 200th anniversary of his death at the battle of Lützen, his remains have reposed in a green marble sarcophagus, originally executed in Italy by order of Gustavus III. for his father. It bears the simple inscription: *Gustavus Adolfus Magnus.* Behind the trophies, on the right, is a votive shield in silver, presented by the German Gust. Adophus Society in 1894. In front, to the left, is the sarcophagus of *Maria Eleonora of Brandenburg* (d. 1655), the queen of Gustavus Adolphus. In the vault below are interred



kings *Adolphus Frederick* (d. 1771), *Gustavus III.* (d. 1792), *Gustavus IV. Adolphus* (d. 1837; p. lxx), and *Charles XIII.* (d. 1818), with their queens, and other members of the Holstein-Gottorp family. — On the opposite (N.) side of the choir is the Carolinian Chapel *(Karolinska Grafkoret)*, built in 1686-1743. In the chapel (Pl. 5) above the vault is the sarcophagus of *Charles XII.* (d. 1718), in dark-grey marble, with the royal insignia in gilded bronze. To the right is the marble sarcophagus of *Frederick I.* (d. 1751); on the left reposes his queen *Ulrika Eleonora* (d. 1742), sister of Charles XII. In the vault below (Pl. 6) are interred *Charles X. Gustavus* (d. 1660), *Charles XI.* (d. 1697), and their queens, and several princes of the Vasa family. — Adjoining the Chapel of Gustavus, on the S. side of the choir, is the Bernadotte Chapel (*Bernadotteska Grafkoret*; Pl. 11), designed by Prof. Scholander, 1858-60. A massive sarcophagus of red porphyry here contains the remains of *Charles XIV. John* (d. 1844). The vault below (Pl. 12) contains the coffin of his queen *Desideria* (d. 1860), and those of *Oscar I.* (d. 1859) and his queen *Josephine*, of *Charles XV.* (d. 1872) and his queen, and of *Oscar II.* (d. 1907).

In the aisles of the church are the *Vasaborg Vault* (Pl. 13); the *Banér Vault* (Pl. 14; visible only through a pointed doorway), with a figure of Marshal Johan Banér (d. at Halberstadt in 1641), his armour, etc.; and the tomb of the Swedish general *Strijk* (Pl. 15). — On the opposite side are the *Torstenson Vault* (Pl. 1), with a marble bust of Marshal Lennart Torstenson (d. 1651), the vault of counts *Wachtmeister* and *von Fersen* (Pl. 2), and those of the counts *Lejonhufvud* (Pl. 3, 4).

The *Railway Bridge* across the Riddarfjärd, borne by fourteen piers of granite, has a footway on the N.E. side, leading to the islet of *Strömsborg* (Pl. D, 6), and to the swimming-school (p. 307).

II. THE NORTHERN QUARTERS.

At the N. end of the *Norrbro* (p. 309) lies the Gustaf-Adolfs-Torg (Pl. E, 6), bounded on the W. by the *Arfprinsens Palais* (Pl. 31), erected in 1783-93, and on the E. by the Royal Theatre. In the centre is an equestrian **Statue of Gustavus Adolphus**, executed by *P. H. Larchevêque*, a French sculptor resident in Stockholm in 1760-77, and erected in 1796. The granite and marble pedestal, considerably raised in 1905, is adorned with bronze medallions of the Swedish generals Torstenson, Wrangel, Banér, and Königsmark, and with a colossal bronze group, by *Johan Tobias Sergel*, of the Chancellor Oxenstjerna recounting to the Muse of History the deeds of the monarch. This group was added at the expense of E. Cederlund, a well-known merchant. — From the Gustaf-Adolfs-Torg, W. and N.W., run several busy streets (pp. 316, 317), and to the N. opens the broad *Regérings-Gata*.

The **Royal Theatre** (Pl. 40), erected by *Axel Anderberg* in 1894-98, stands on the site of the 'Great Theatre' of Gustavus III., a zealous patron of the national poetry (comp. p. liii). Bronze figures of the Dramatic Arts, by C. Andersson, V. Åkerman, and others, adorn the entrance-hall. A staircase of white marble and stucco ascends to the gorgeous foyer. The auditorium has 1250 seats. — In the E. wing of the Theatre are the *Opera Källare* (p. 304) and the *Opera Café* (p. 305), the great terrace of which affords the finest view of the busiest part of Stockholm.

To the E. of the Theatre are promenades extending to Karl den Tolftes Torg (Pl. E, 5, 6), where is the **Statue of Charles XII.**, by *J. P. Molin*, erected in 1868 by national subscription. The four mortars round it, adorned with reliefs of the Rape of Proserpine, cast by Mich. And. Herold at Dresden in 1678, were captured by the king at Neumünde, near Dantsic, in 1701. On the quay, S. of the monument, is the pier of the steam-launches plying to the station of the Saltsjö Tramway in Södermalm (p. 331). — To the E. is the Blasieholm quarter, with the National Museum.

The adjacent Kungsträdgård (Pl. E, 5; 'King's Garden'), with its avenues and flower-beds, is the chief winter-promenade of Stockholm. The **Fountain** in the front part of the grounds, also by *Molin*, is embellished with allegorical statues ('The daughters of the dreaded sea-god Ægir listening to the harping of the Nixy', an allusion to the site of Stockholm between lake and sea). — On the W. is the *Jakobs-Kyrka* (Pl. 23), of the early 17th cent., with a Renaissance portal. The interior was effectively restored in 1893. In the choir, on the right, is the tomb of Marshal Gust. Horn (d. 1659). — On the E. is the *Dramatiska Teater* (Pl. 41, E, 5; p. 308), erected in 1842. — In the centre of the Plats is a **Statue of Charles XIII.** (Pl. E, 5), erected by Charles XIV. John

(1821) to his adoptive father, designed by *E. G. Göthe*, and cast in Paris. The lions around the lofty pedestal are by *Fogelberg*. — To the N.W. is *Blanch's Café* (p. 305), with the exhibition of the Society of Arts (*Allmänna Konstförening;* Pl. 19; p. 308).

Past the N. end of the Kungsträdgård runs the Hamn-Gata, which to the W. crosses the Regérings-Gata (p. 315). In the latter, at the corner of the Smålands-Gata, are the new *Electric Works*, erected by F. Boberg. The Hamn-Gata leads E. to the *Norrmalms-Torg* (Pl. E, 4, 5; where several tramways cross) and the Berzelii Park (Pl. E, 5), where *Bern's Salonger* (p. 305), a café and pleasure-resort, are much frequented of an afternoon and evening. The park is bounded on the N. by the palace of *Count v. Hallwyl*, by J. G. Clason, one of the finest modern mansions in Stockholm. The grounds are adorned with statues of *Berzelius* (d. 1848), the chemist, by *Qvarnström*, and *John Ericsson*, the engineer (p. 363), by J. Börjeson. — Opposite the N.E. corner of the park is the **New Dramatic Theatre** (Pl. 43; F, 4, 5), an effective new building by Fred. Lilljeqvist, with an allegorical group in marble, high up on the central part, and symbolic figures in bronze at the sides of the chief entrance and in the vestibule. The wall-paintings in the interior, by O. Björck, R. Thegerström, Jul. Kronberg, and G. Cederström, allude in part to the history of the Swedish theatre under Gustavus III. The foyer is noteworthy.

The **Östermalm** quarter of the city, lying N.E. of the park, has sprung up within the last thirty years. The masses of granite which had to be removed afforded admirable building-material, and several of the houses are excellent examples of the new Swedish school of architecture. We note several of these modern houses in the Birger-Jarls-Gata (Pl. E, 4; tram No. 1; p. 305), which bounds this quarter on the W. We also note the façade of the passage leading to the Norrmalms-Torg (see above). To the right from the Sture-Plan diverges the *Sture-Gata*, skirting the E. side of the Humlegård (p. 318). — Near the Östermalms Torg are the *Hedvig Eleonora Kyrka* and the *Artilleri-Gård* (Pl. F, 4), with a museum of artillery and weapons (adm., see p. 308).

To the S. of this quarter are the bays of *Nybroviken* and *Ladugårdslandsviken*, skirted by the Strandväg (Pl. F, G, H, 5), where we observe other very fine modern houses, notably No. 33, that of Hr. Bünzow, by J. G. Clason. — At the E. end of the Strandväg is the Djurgårds-Bro (p. 332).

The quarter lying N.W. of the Gustaf-Adolfs-Torg (p. 315) contains the busiest streets of the Norrmalm. The short Malmtorgs-Gata leads to the Brunkebergs-Torg (Pl. D, 5), to the N. of which the *Telephone Tower*, with its dense network of wires, Malmshillnads-Gata 30, is a conspicuous object. — Near it is the *Gymnastic Institute* (Pl. 7), founded in 1813 by P. H. Ling (d. 1839). The

Swedish system of sanatory gymnastics is now favourably known everywhere.

From the W. side of the Gustaf-Adolfs-Torg diverge the handsome Ström-Gata, skirting the Norrström, and the busy Freds-Gata, one on each side of the Arfprinsen's Palace (p. 315). In the former, at the corner of the Drottning-Gata, is the *Nordiska Creditbank*, by F. Boberg. On the N. side of the Rödbo-Torg, at the end of the Freds-Gata, is the new building of the **Akademi för de fria Konsterna** (Pl. 1; D, 6) or *Academy of Fine Art* (a society dating from 1735), erected in 1893-95 from designs by *Erik Lallerstedt*. Farther W., at the beginning of the Vasa-Gata, and S. of the *Central Railway Station* (Pl. C, 6; p. 304), is a statue, also by J. Börjeson (1893), of *Nils Ericsson* (1802-70; elder brother of John Ericsson), the engineer of the new Trolhättan locks (see p. 284) and founder of the Swedish railways. Farther N. in the Vasa-Gata is the new *Post Office* (Pl. 33; C, 5), by F. Boberg.

The chief business street in this quarter is the Drottning-Gata (Pl. D, 6, 5; C, 4, 3), which is connected with the Helgeands-Holm by a foot-bridge (p. 310). — To the W. of the Drottning-Gata, between it and the Railway Station, is the **Klara Kyrka** (Pl. D, 5), erected in 1751-53 after the burning of an earlier church founded in 1285. In 1885-93 it was well restored and provided with a steeple 340 ft. high. By the altar are sculptures by *Sergel*. ('Klockäre', Klara Vestra Kyrko-Gata 14 A, to the right in the court). By the N.W. angle of the church reposes the poet *Bellman* (d. 1795; p. liii).

The Drottning-Gata is crossed, further N., by the Mäster-Samuels-Gata and then by the Kungs-Gata. No. 44 in the former street is the Technical School, which contains the *Geological Museum* (Geologiska Untersöknings Museet, p. 308), a well-arranged collection of specimens of Swedish rocks and minerals, with indications of their industrial uses. No. 30 Kungs-Gata is the seat of the University (*Stockholms Högskola;* Pl. 48; C, 5), founded in 1878, which has a faculty of science and one of law, with 20 professors, 13 lecturers, and 365 students.

Farther N., the Barnhus-Gata diverges to the left from the Drottning-Gata. No. 18 in this street is the *Nobel Institute* (Pl. 13; B, 4), founded by *Alf. Nobel* (b. at Stockholm 1833, d. at San Remo 1896), the famous chemist and inventor of dynamite, who bequeathed the interest of his fortune of over 30 million kr. (1¾ mill. £.) to form five prizes for distinction in physics, chemistry, medicine, literature, and the promotion of international arbitration. The library is open in June-Aug. on Tues. and Friday, 10-3; in Sept.-May every week-day.

In the Vallin-Gata, the next street to the left, rises the Gothic **English Church** (Pl. 21; B, 4).

On the right side of the Drottning-Gata, nearly opposite the Vallin-Gata, is the **Academy of Science** (*Vetenskaps-Akademi;* Pl. C, 3, 4), founded by Swedish savants in 1739, endowed by

the state in 1741, and remodelled in 1820. Its first president was *Linnaeus* (*Karl von Linné;* 1707-78), the famous botanist. There are 100 native and 75 foreign members. The building contains the valuable *Natural History Collections of the National Museum* (entr. in the Vallin-Gata; adm., p. 308). — On the ground-floor is the *Mineralogical Collection;* in the passage is a mass of iron weighing 20 tons, found in W. Greenland. — On the first floor is the *Zoological Collection* (short guide, 25 ö.), specially interesting for its specimens of Northern species (at the entrance, in Rooms IX-XII, etc.). — Nearly opposite, at Vallin-Gata 1, are the *Ethnographical Collection*, with objects found by Capt. Cook in the Antarctic Ocean (1772-75) and by Nordenskjöld in the Arctic Regions, and a *Collection of Fossil Plants.* Adm., p. 308.

In the Drottning-Gata, to the left, further on, is the *Tekniska Högskola* (Pl. 46; B, 3), erected in 1863. It was founded in 1798, and now has 41 teachers and 467 students. The library and collections are open on Mon. 12-2. On a height planted with trees, at the N. end of the Drottning-Gata, to which a path ascends in steps, rises the **Observatory** (Pl. B, 3), erected in 1748-52 (fine view of the city; 'Vaktmästare' 25 ö.). — To the N.W. of this is the new quarter of *Vasastaden* (see Map of Environs, p. 340).

To the E. of the Academy of Science is the conspicuous **Adolf-Fredriks-Kyrka** (Pl. C, 3, 4), a plain rococo building in the form of a Greek cross, with a lofty dome, erected in 1768-74 from designs by *Adelcrantz*, and lately restored. It contains several works by *Sergel:* the Resurrection, an altar-relief in plaster, and a monument to *Descartes* (d. at Stockholm, 1650), the famous French savant, whose remains were removed to Paris in 1661. Sergel and the poet B. Lidner are buried in the churchyard. — Farther N.E., on the *Brunkebergsås*, one of the highest points in the city, rises the conspicuous **Johannes Kyrka** (Pl. D, 3), a Gothic brick building by *Carl Möller* (1889), with a lofty tower. — The S. part of the *Brunkeberg* is pierced by a *Tunnel* (275 yds. long; Pl. D, 4; toll 2 ö.) connecting the David-Bagares-Gata and the Humlegård with the Tunnel-Gata, a side-street of the Drottning-Gata (p. 317).

The ***Humlegård** (Pl. E, 3), a park laid out in the 17th cent., has been transformed by Director *Medin*, the city gardener, into a beautiful promenade. On the S. side is the —

Riks-Bibliotek or *Royal Library* (Pl. E, 3; adm., p. 308), designed by *Dahl*, and erected in 1870-76, containing upwards of 400,000 books and 10,500 MSS.

Its chief treasures are exhibited under glass in the 'Show Room (*Visnings-Sal;* entr. to the right). The cases are numbered. Case 1: *Codex Aureus*, a Latin translation of the Gospels in gold letters on red and white parchment, written by Irish monks about 600 A.D. and acquired at Madrid in 1690; Easter Calendar for the years 760-911. — Case 2: 'Loys roi de France et Thibauz d'Arabie', a French romance, MS. of the early 12th cent.

-- Case 3: *Book of Marco Polo*, French MS. of the 14th cent. -- Case 4: Visigothic code in a Spanish translation of the 14th cent.; Latin and other prayer-books of the 15th and early 16th cent. — Case 5: German bible in rhyme, 15th cent.; 'Golden Bull' of Emp. Charles IV., copied in 1550-3). — Case 6: English MSS., 13th and 14th cent.; Icelandic MSS., 13th cent. (earliest known collection of sermons; Olaf-saga of 13th cent.). — Case 7: Swedish codes of law, 13th and 14th cent. — Case 8: Guild-books of Stockholm, 16th cent. — Cases 9-11: Swedish monastic documents, patents of nobility, deeds of debt. — Case 12: Bible in five languages, German work of 17th cent. — Cases 13 and 14: Oriental and Indian MSS. — Case 15: Cicero de officiis (Mayence, 1466); Speculum humanae salvationis (Utrecht, about 1470); Bible with 42 lines; Psalterium Latinum (Mayence, 1457). — Cases 17-19: German printings of 15th cent., incl. 19 Bibles in low-German (1478, 1494); Brant's Narrenschiff and a small prayer-book (both Lübeck, 1497). — Case 20: Homer, printed in Greek (Florence, 1488), Euclid (Venice, 1482). — Case 21: Fine copy of the Wittenberg bible of 1656. — Case 22: Printings of 18th and 19th cent. — Case 23: Letters of indulgence, etc. — Cases 24-26: Swedish printing of 15th-18th cent. (the earliest, 1483). — Case 27: Voltaire's works, with autograph alterations, and letters by him; Andersen's 'Mit Livs Eventyr', dedicated to Charles XV.; MSS. by princes and famous Swedes, etc. -- Case 28: Last carrier-pigeon despatch from Andrée, the Arctic explorer, 13th July, 1897 (comp. p. 258). — Glass Table-stand: MSS. of Swedish and other princes; Plans for the siege of Frederikshald by Charles XII. — Large Show Case at the side: 'Gigas librorum', comprising the Bible and seven MSS. of 9th-13th cent.; on this case, in separate frames, the Revelations of St. Birgitta (p. lviii), 1361.

In the S.W. corner of the Humlegård is the pretty bronze group 'Farfadern' (grandfather and grandson), by *Per Hasselberg* (d. 1894).

The finest part of the grounds, with their wonderfully rich vegetation, lies behind the Library. In the middle is a colossal bronze *Statue of Linnæus*, surrounded by allegorical figures of Botany, Zoology, Medicine, and Mineralogy, designed by Frithjof Kjellberg (1885). On the 'Flora Hill', further N., is a colossal figure in a sitting posture, by Börjeson (1872), of *K. W. Scheele* (1742-86), the discoverer of oxygen. — To the N. of the Humlegård, on the Valhalla-Väg, lies the *Idrotts-Park* (Pl. E, F, 1), devoted to cycling, tennis, and other games.

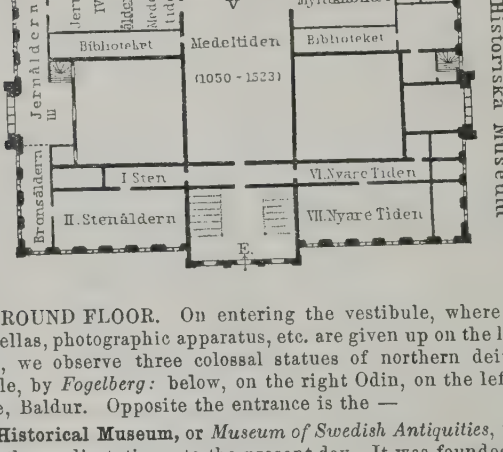
On the E. side of the Humlegård runs the Sture-Gata (p. 316). This quarter, extending to the Valhalla-Väg, contains handsome houses and villas. The peculiarity of the site of Stockholm (p. 309) is well illustrated here.

III. THE NATIONAL MUSEUM.

At the S. end of *Blasieholmen*, the broad S.W. quay of which, called the Blasieholmshamn, is approached from Karl XII.'s Torg, is the ***National Museum** (Pl. F, 6), erected in 1850-66 from a design by *Stüler* of Berlin, a handsome edifice in the Renaissance style, with round-arched Venetian windows and a portal of greenish Swedish marble. Over the portal are medallion-reliefs of six famous Swedish scholars and artists: Fogelberg, the sculptor; Ehrenstrahl, the painter; Linnæus, the botanist; Tegnér, the poet; Vallin, the writer of hymns; Berzelius, the chemist; and statues of Nicod.

Tessin, the architect, and Sergel, the sculptor. In the vestibule are two bronze groups: Art and Industrial Art by *T. Lundberg*, on the left, and Artistic Research, by *Chr. Eriksson*, on the right.

The collections are: on the Ground Floor, the *Historical Museum* and the *Cabinet of Coins;* on the First Floor, the *Art-Industrial Collections* and the *Sculptures;* on the Second Floor, the *Picture Gallery* and the *Drawings* and *Engravings*. Adm., see p. 308; catalogues in each department, and at the entrance.



GROUND FLOOR. On entering the vestibule, where sticks, umbrellas, photographic apparatus, etc. are given up on the left (2 ö. each), we observe three colossal statues of northern deities, in marble, by *Fogelberg:* below, on the right Odin, on the left Thor; above, Baldur. Opposite the entrance is the —

***Historical Museum,** or *Museum of Swedish Antiquities*, ranging from the earliest times to the present day. It was founded in the 17th cent., and much extended by the late director *B. E. Hildebrand*. In the prehistoric section it rivals the National Museum at Copenhagen (p. 405). The present director is *Dr. H. Hildebrand*.

A glass-door leads into the VESTIBULE, where a guide by *O. Montelius* may be bought (25 ö.). We turn to the left. The black figures on white ground indicate the order in which the objects should be examined.

ROOMS I & II: **Flint Period** *(Stenåldern)*, a prehistoric era when the use of metal was unknown, and when implements were made of stone, bone, or wood. The chief objects here are arrow-heads, axes, earthen vessels, and amber beads. The classified objects in the wall-cabinets and in one of the cases were found mostly in Skåne. The other cases contain objects, partly from ancient tombs, found in other parts of Sweden. Among these are flint-tools, fine battle-axes (Case 17), the contents of tombs with the bones of domestic animals, and characteristic objects in slate from N. Sweden. Room II also contains several models of tombs.

ROOM III: **Bronze Period** *(Bronsåldern)*, when the Swedes first came into contact with the more civilized natives of Asia and S. Europe. Note

an Italic bronze vessel (No. 6) with embossed ornamentation (found in Skåne), and a shield (2 Ba), gold cups and bracelets, a dagger (20) found in West Götland, other handsome daggers, swords, battle-axes (No. 34 of unusual size), and vessels with rich ornament. A case in the centre contains gold trinkets and admirably preserved bronze weapons.

Iron Age (*Jernåldern*). The earliest specimens show traces of Celtic influence; a later group has been affected by Roman provincial culture, while more recent objects are akin to the Frankish and Alemannic antiquities of W. Germany of the period during and after the migrations. In Room III, beginning with Wall Case 59, is the rich collection from the Island of Gotland, embracing over a thousand years. Cases 70 & 71 show Roman influence; Nos. 72-74 illustrate the period of migration; some of the brooches are highly characteristic. The collection of silver ornaments from Gotland (Cases 97-109; by the window towards the Court) is also very rich. No. 85A. is a tombstone with figures and runes (eight-legged horse of Wotan, etc.). Room III also contains objects of the earlier iron age found on the mainland of Sweden, including several of Roman origin (glass drinking-horn in Case 124; large bronze vase with inscription in Case 125, statuettes, etc.), superb neck-rings with filigree ornamentation (134), and many other gold trinkets (incl. the largest Swedish find of gold ornaments, 15 lbs. in weight, from W. Götland, end of 4th cent.). We note also valuable relics from the tombs of Vendel (147-151), where several warriors were found interred in their ships (comp. p. 12).

Room IV: Later Iron Age, on the mainland of Sweden. 1-6. Objects found in the Björkö in Lake Mälaren, where the oldest Christian burial-place in Sweden was re-discovered; 34-39. Valuable collection of gold and silver ornaments. Also copies of a rock in Södermanland, with runic inscription and a design from the Sigfried Saga (54), and of a large runic stone near Rök in Östergötland, with the longest runic inscription extant (53). — At the end of the room begins the —

Mediæval Collection (*Medeltiden;* 1050-1523), objects of the 11th-16th cent. In the same room (IV.): 70. Altar of gilded copper plaques (middle of 12th cent.); 71. Romanesque reliquary of hammered copper; *72. Goblet of agate mounted in gold, captured in Germany in the Thirty Years' War; 73. Embroidery from an altar-frontal of the 12th century.

Room V. Ornaments, church-furniture, and vestments of the 14th, 15th, and beginning of 16th cent.: 3A. Early-Gothic crucifix in copper-gilt; *18. Mitre of the Bishop of Linköping, with bead-embroidery and enamelled silver plaques. Here also are a treasure buried at Dune in the 14th cent. (in Cases 19 & 20, in the centre, in front of the window), and behind it, in Case 25, a large gold buckle with jewels (pectoral); *77. Large group of St. George in wood (1480), from the Storkyrka at Stockholm, a masterpiece of mediæval Swedish carving. Also, carved-wood and painted altar-pieces, fonts, etc.

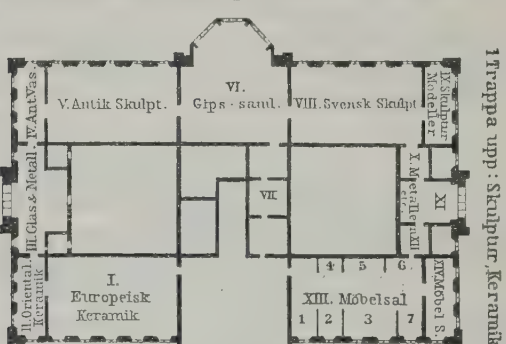
Adjacent is the Royal Cabinet of Coins (director, *Dr. H. Hildebrand*). Swedish medals are exhibited in glass-cases, but the coins are kept in presses.

Returning to the vestibule from Room V, we turn to the left to visit Rooms VI and VII, devoted to the **Modern Period** (*'Nyare Tiden'*) in five sections: 1523-1611, 1611-1654, 1654-1718, 1718-1809, and 1809 to the present time. The dates are marked on the presses. The objects include tapestry, costumes, the insignia of Orders, gold and silver goblets (in Case 33, two presented to Gustavus Adolphus at Nuremberg in 1631), ivory carvings (including a fine épergne designed and once owned by *Rubens*), works in amber, fine glass, embroidery, and bridal crowns. Also objects that once belonged to Swedish princes (in case 41, the general's baton used by Gustavus Adolphus at Lützen) and to famous Swedes (in case 65, articles owned by Linné; Bellman's lute, comp. p. 339; in case 74, buoys belonging to Andree, pp. 258, 319).

We now return to the staircase. The upper walls are adorned with paintings by *Karl Larsson* (1896), from the history of art in Sweden, 1650-1800. We ascend the marble stairs to the —

FIRST FLOOR, and by a large door on the left enter the —

Ceramic Collection. — Room I. To the left of the entrance is (No. 1) a large Moorish-Spanish vase, of the early 14th cent., resembling the famous Alhambra vase at Granada, with bronze mounting of the 18th cent. Cases 2 & 3 contain Moresco-Spanish and Italian majolica, chiefly purchased by Nicod. Tessin the Younger in Italy at the end of the 17th cent. The cases to the right, by the windows, contain (33) the Dahlgren Collection of snuff-boxes, porcelain, ivory carvings, and trinkets in gold and silver. Above (38) is a large decorative work in glazed clay (peacocks and trees), by *H. Kähler* (1897), a Dane. In the glass-cases are French, Dutch, German, and Swedish fayence, pottery from the Lower Rhine, and



Wedgwood ware. The intervening smaller cases contain porcelain from famous European factories, including Swedish from Marieberg (1758-88; p. 343) and Rörstrand (p. 346).

Room II. Chinese and Japanese porcelain, including a specially fine collection of the Japanese chrysanthemum-peony porcelain, so called from its pattern; then, left of the entrance, (53) cups, plates, etc., with Swedish armorial bearings, executed in the 18th cent. in China, having been ordered through the Gotenburg East India Co.; also, by the exit, Japanese Craquelé (41; with glazing purposely cracked).

Room III. Four cases in the centre contain old German, Bohemian, Venetian, Swedish, and modern glass. In the wall-presses are hammered and cast metal works, of the 17-18th cent. By the pillars is the Dahlgren Collection of watches. The cabinet contains Oriental pottery, metal-work, carpets, etc.

Room IV. Antique vases, terracottas, and bronzes.

Room V. The **Collection of Sculptures** (catal. 50 ö.) begins here. The Antiques, mostly purchased by Gustavus III. in Rome (1784-85),

are chiefly of the Roman imperial epoch and freely restored. By the entrance: 168. Grand marble vase; right, 178. Fountain with interesting relief relating to Romulus and Remus; in different parts of the room, 3-12. Apollo Citharœdus and the nine Muses; 2. Athena; in the centre, the gem of the collection, *1. *Sleeping Endymion*, in Parian marble, excavated in Hadrian's Villa at Tivoli in 1783; 65. Bust of an Athenian, with Greek inscription (Demosthenes?); 180. Two fine candelabra; by the exit, 179. Handsome Rhyton (drinking-horn); right, 45. Colossal bust of Venus.

VI. Central Room: Casts, modern and from the antique. Fine view from the windows here and in the following rooms. — To the right is Room VII: Antique terracottas and glass from Cyprus and Egypt. — We return to Room VI, and to the right enter —

Room VIII: Swedish Sculptures. By the entrance, 362. *Johan Tobias Sergel* (p. 311), Colossal bust of Gustavus III.; right, 395. *Bengt Erland Fogelberg* (1786-1854), Charles XIII.; 604. *A. Gille*, Copy of a colossal bust of Alex. von Humboldt by *David d'Angers*; in the centre, 373. *Erik Gustaf Göthe* (1779-1838). Bacchante; left, 397. *Carl Gustaf Qvarnström* (1810-67), Neapolitan fisher-boy; *357, *359. *Sergel*, Faun, Cupid and Psyche, his master-pieces; 377. *Johan Niklas Byström* (1783-1848; pupil of Sergel), Juno with the young Hercules; by the fourth window, *S. Blomberg* (b. 1863), Annunciation; by the last window, 403. *H. V. Bissen*, *Senr.* (a Dane, 1798-1868), Hylas; 381. *Byström*, Hero; *Göthe*, 374. Bacchus, 375. Venus and Cupid; 746. *Per Hasselberg*, 'Lily'; 404. *A. Novelli* (Florentine, 1601-02), Magdalene. In the central side-recess are sketches and models by *Sergel*.

The small Room IX contains bronze busts by *C. Meunier* (1831-1905; No. 886. Dock-labourer), *A. Rodin* (943. Victor Hugo), *G. Vigeland* (Norwegian; b. 1869; No. 953. Sophus Bugge), *W. Runeberg* (814. A. Fryxell, Swedish historian), *Per Hasselberg* (884. E. Josephson, Swedish painter), and others. Also sculptures by *Carl Milles* (b. 1875; No. 908. Mourning) and *Chr. Eriksson* (b. 1858), and medals and plaquettes by *Chaplain*, *Roty*, *Dupré*, Frenchmen, and by *A.* and *E. Lindberg*, Swedes.

The small Room X contains book-bindings, from the 15th cent. onwards.

The next rooms contain *Furniture and House Decoration*.

Room XI and XII. Ebony cabinets (108, 109), tables, and chairs (Italian; end of 17th cent.); ivory carvings (104. Descent from the Cross, early 17th cent.); amber and ivory work (fine draught-boards); tapestry of the 16th cent.; embroidery; stained glass. — Beyond is the Tile Room: foreign and Swedish tiles; also glasses.

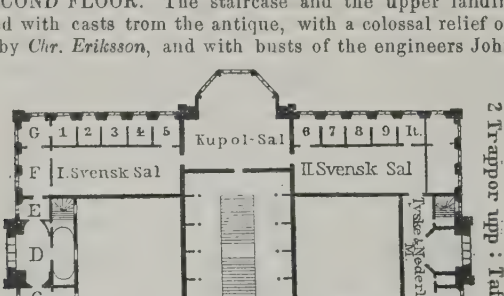
Room XIII is divided into six cabinets, fitted up in 16-17th cent. style. No. 1. *Bedroom*, with Danish and German wood-carving; 2. *Library*, with a small carved wooden panel by Veit Stoss (early 16th cent.); 3. *Dining Room* of the 17th cent., with a large Italian

table of the 16th cent.; 4. *Bedroom*, with large bed of the Nuremberg family Imhoff (17th cent.), in which Gustavus Adolphus is said to have slept; 5. *Room*, with German wood-carvings; 6. *Room*, with a large Dutch cabinet of the 17th cent., and a piece of Swedish tapestry of 1689; 7. *Room*, containing rococo furniture. By the end-wall, where the numbering begins, is a Throne Canopy from Denmark (1586); below, a gorgeous Italian table-cover, 16th cent.

Room XIV: to the right is *Cabinet 8.* (rococo furniture), to the left *Cabinet 9.* (Swedish furniture in the 'Gustavian' or Louis XVI. style, 1770-90).

Another marble staircase ascends to the —

SECOND FLOOR. The staircase and the upper landing are adorned with casts from the antique, with a colossal relief of Linnæus by *Chr. Eriksson*, and with busts of the engineers John Nils



Ericsson, Nordenskjöld, and others. The two antique columns at the entrance of the domed room (p. 329) and those by the Gravyr-Sal (p. 326) opposite were brought from Italy by Gustavus III.

The ***Picture Gallery** owes its origin and its importance in the domain of ancient art to purchases by *Queen Louisa Ulrica* (p. li) and her son *Gustavus III.*, and specially to the acquisition of the extensive collection of *Count Karl G. Tessin*, Swedish ambassador at Paris (1739-42), who owned many admirable Netherlandish works of the 17th, and French of the 18th cent. Compared with this nucleus, the later purchases (Martelli Collection, 1803) and recent presentations are of inferior value. The collection of modern works was begun in 1856, when the Diet granted a subsidy for the purchase of modern Swedish pictures. The gallery now possesses over 1200 works, of which one-third are modern. Small catalogue 50 ö.; critical catalogue of foreign masters by *Georg Göthe* 3 kr.; French illustrated catalogue 5 kr.; illustrated catalogue of northern painters 3 kr.

We pass through the domed room (p. 329) and, to the right, through the 2nd Swedish Room (p. 329), and begin with the —

Old Masters. At the end of this Swedish Room, on the left, is a CABINET (It, on Plan, p. 324) containing pictures by *Carlo Dolci*, *Tiepolo*, and other Italians, of no great value. — The door opposite opens into a —

CORRIDOR, with an adjoining HEXAGON, which contains German and Netherlandish pictures of the 16th cent., of comparatively little value.

The best of these are in the Hexagon. Left: 370. *Jan Brueghel*, Market (1609); 466. *Gillis d'Hondecoeter*, Orpheus; 508, 507. *Jan Massys*, Amorous old man and Venus (1566); 1371. Portrait (1538); 1520. *Dutch School of 16th cent.*, Lute-player. Then 257. *L. Cranach Jun.*, Charles V. and John Fred. of Saxony hunting; *Lucas Cranach Sen.*, 258. The purchase, 1080. Lucretia (1528), 255, 256. Luther's parents, and (without No.) Luther and his bride. — 1334. *Westphalian School* (ca. 1500). 88. Catharine and George.

We next enter the NEDERLANDSK SAL, lighted from above, which contains admirable pictures of the Flemish and Dutch schools of the 17th cent. End-wall, left of the entrance: 595. *School of Rubens*, The four fathers of the church, 596. *Rubens*, Susanna in the bath (school-piece); above, 639. *P. de Vos*, Stag-hunt. — Left side-wall: *599, *600. *Rubens*, Sacrifice to Fertility, and Bacchanalian Scene, copied by Rubens at Rome in 1605 from Titian's famous works now at Madrid; between these, in the centre of the wall, **578. *Rembrandt*, Conspiracy of the Batavians under Claudius Civilis against the Romans, painted in 1662 for the Town Hall of Amsterdam, the master's largest work after the Night Watch, though merely the central part of a composition five times the size. — *1120. *Judith Leyster* (pupil of Frans Hals), Flute-player; *1567. *Frans Hals*, Fiddler. Then a series of admirable portraits by *Rembrandt:* 585. Pastor J. Uitenbogaert (ca. 1633), *583. His sister (?; 1632), 1349. St. Peter (1632), 581. Old man, **581. 'Portrait of his cook' (1651), *582. Old woman (1655); 462. *Hobbema*, Hut among trees; 616. *J. van Ruysdael*, Forest-path; 344. *F. Bol*, Portrait; 293. *Dan. Schultz* (1620- after 1686). Game-dealer; *443. *J. van Goijen*, View of Dordrecht (1655); right of the door, 1430. *F. Bol*, Lute-player; 512. *G. Metsu*, Woman weeping, with a smith in the background. — End-wall: 637. *Snyders*, Still-life. — Side-wall: 404. *A. van Dyck*, St. Jerome with an angel and the lion, an early work, in Rubens' style; 488. *Jordaens*, Adoration of the Shepherds (1618); *433. *Fyt*, Dead game (1651); 689. *Corn. de Vos*, Cavaliers at cards; 601. *Rubens*, The Graces with a basket of flowers; 762. *G. de Crayer* (?), Philip IV. of Spain on horseback; *303. *J. d'Arthois*, Large wooded landscape; 343. *P. Soulman*, The four Evangelists; *Rubens*, 602. Two naked boys with grapes, *606. Sampson slaying the lion (sketch); 409. *Antwerp Master* (early 17th cent.). Portrait; 410. *School of Rubens*, Love triumphant; 1486. *F. Snyders*, Fox as the guest of the heron; *1179. *Jordaens*, The Lydian king Candaules tempting his favourite Gyges.

The smaller Dutch pictures are exhibited in the Cabinets adjoining this room and the French Room (comp. p. 327). Cab. I: left, *418. *G. van dan Eeckhout*, Satyr and peasant; 421. *A. van Everdingen*, Rocky shore; 588. *Moeyaert*, The angel leaving Tobias; *579. *Rembrandt*, St. Anastasius in his cell (1631); right and left of the latter, 672, 673. *W. van de Velde*, Small sea-pieces; 1173. *Dutch Master* (17th cent.), Landscape. — Then, *P. de Hooch*, *473. Woman by a cradle, *471. The letter; 1386. *P. Codde*, Family scene. — Also, 1549. *Dirk Hals*, Merry company. — Cab. II: 310. *C. Bega*, Music-lesson (1663); 622. *S. Ruysdael*, Shepherd and shepherdess by a ruin (1642); 356. *R. Brakenburgh*, Dance (1699); *A. van Ostade*, 548, 549. Small portraits, 551. Advocate at his study-table (1664); 621. *S. Ruysdael*, Dutch river-scene. — 1184. *Jan M. Molenaer*, Peasant-wedding; 1325. *B. G. Cuijp*, Angel at the Sepulchre; *G. Dou*, 393. Magdalene, 394. Portrait of himself(?). — 1394. *Is. van Ostade*, Interior of a tavern; 1389. *Simon Verelst*, Flowers; 552. *A. van Ostade*, Rustic tavern; 557. *Is. van Ostade*, Youth with cap and feathers; *1117. *Unknown Master*, Old woman reading (1658); *550. *A. van Ostade*, Peasants at their door (1658). — Cab. III: 677. *C. Verhout*, Pupil asleep (1663); 658. *Ochtervelt*, Docile puppy; 1353. *Q. von Brekelenkam*, Head-washing. — 647. *J. Steen*, Card-players; 618. *J. van Ruysdael*, Seaside-village; 593. *Hendr. M. Sorgh* (?), Butcher. — 510. *G. Metsu*, Card-players; *683. *H. van Vliet*, Interior of St. Ursula's at Delft; *562. *J. van de Capelle*, Calm sea (1649); 667. *A. van de Velde*, Young shepherd (early work; 1657); above, 326, 327, 1448, 1449. *A. van Beijeren*, Fish. — Cab. IV: 485. *K. du Jardin*, Girl milking a cow (1657). — 701, 702. *J. Wouverman*, Summer, Winter; eleven pictures by *Ph. Wouverman*, the best Nos. 716, 714, *709. Coast-scene, Bridge, Winter-scene. — Cab. V: 1084. *F. de Moucheron*, Landscape. — 1412, 1413. *J. Lüttichuys*, Portraits; 483. *Karel du Jardin*, Italian landscape; 453, 1181. *Dav. de Heem*, Still-life.

We re-enter the Nederländsk Sal, turn to the left into the staircase, and again to the left into the —

Gravyr-Sal, containing the valuable Engravings and Drawings. The nucleus of the collection consists of works purchased at Paris by Count C. G. Tessin (p. 324; Crozat Collection). There are now 80,000 engravings and 24,000 drawings, the finest of which are exhibited in turn.

Note among the Older Drawings several Florentine of the 15th cent. (*P. Uccello*, Three youths; *Fiesole*, Seraph; *Ghirlandaio*, Head of an old man) and of the 16th cent. (*Raphael*, The Magi, for the predella in the Vatican; *A. del Sarto*, etc.); *Silver-pencil sketch of a young woman by *A. Dürer*; a large and admirable Portrait by *Lucas van Leyden*; about a dozen by *Rubens* (including studies for the Peasants' Dance in the Louvre and for the portraits of Ferdinand and Francesco Gonzaga); nearly as many by *Van Dyck*, of rare excellence (an English couple, Crucifixion of St. Peter, C. van Geest, etc.); a series of very clever sketches by *Adr. Brouwer*, and excellent drawings by *D. Teniers* and *Adr. van Ostade*; above

all, many admirable drawings by *Rembrandt*, chiefly sketches for pictures (Christ and M. Magdalene, for his picture at Brunswick; Sacrifice of Manoah, at Dresden; Abraham's Sacrifice, at St. Petersburg, etc.); also a portrait of Titia van Ulenburgh, his sister-in-law (1639), and several valuable studies. — Also MODERN DRAWINGS by *G. Munthe*, *Carl Larsson* (Portrait of Strindberg, the poet; 1899), and others, and several paintings by Swedish artists: *G. Cederström*, Narva; 1437. *J. Tirén*, Lapps and slain reindeer; 1398. *E. Petersen*, Nocturne; 1038. *M. E. Winge*, Loke and Sigyn.

We leave the Gravyr-Sal and enter the French Gallery to the left. Here, on the left, are three more Cabinets belonging to the Dutch and Flemish collection. CAB. VI: Sketches by *Rubens:* *607. The daughters of Cecrops finding Erichthonios, 608. Esther before Ahasuerus, 604. The Magi, 603. Susanna in the bath (1614). — On the left wall: 1183. *J. d'Arthois*, Landscape; above it, 435. *J. Fyt*, Still-life; *407. *Unknown Master (C. de Vos?)*, Drawing-room of Rubens; *653, 654. *D. Teniers Jun.*, Four smokers at a table (about 1648), Tavern (1661); 1146. *J. van Es;* 640. *Frans Snyders*, Bowl of fruit, above the exit; 1393. *D. Seghers*, Flowers. — CAB. VII: 290. *C. Ruthart*, Animal piece. In the centre, 380. *Byström*, Innocence, in marble. — CAB. VIII: Dutch and early-Swedish pictures from a private bequest; 305. *P. van Asch*, Landscape; 442. *Jan van Goijen*, Halt at the farm; 713. *P. Wouverman*, Waggon in a shed and rider; 444. *J. van Goijen*, River-scene; 577. *A. Pijnacker*, Landscape; 536. *P. Neeffs*, Church-interior; 517. *P. Moreelse*, Portrait; 436. *Jan Fyt*, Still-life.

We re-enter the FRANSK SAL, lighted from above, which contains master-pieces of the French school of the 18th cent., a collection which, out of Paris, is rivalled in St. Petersburg and London alone. By *François Boucher* (1703-70), famous for the sensuous beauty of his works, in the reign of Louis XV., are: *769. Venus and the Graces bathing, 771. Leda and the swan, 773. 'Pense-t-il au raisin' (1747), 768. Toilet of Venus (1746), all on the right wall; in the centre of the left wall, *770. Triumph of Galatea, perhaps his masterpiece (1740); *François Desportes* (1661-1743), painter of still-life and hunting-scenes: right wall, 799, 798. Large breakfast-tables; end-wall, 801. Hound pointing; left wall, 800. Peaches in a silver dish and dead game. Among the eight pictures by *Jean Baptiste Oudry* (1686-1755), the animal-painter, are *867. Stag hunt (end-wall) and 861. Fight between a poodle and a bittern (left wall). Seven landscapes (891-897) by *Cl. Jos. Vernet* (1714-89) are distributed throughout the room. Other notable works on the left wall: 883. *H. Rigaud*, Portrait of Charles XII. in full armour; 1326. *Jouvenet*, St. Bruno; 845. *Lancret*, Woman skating; *884. *H. Rigaud*, Portrait of Card. Fleury; 785. *Chardin*, Still-life; 854. *Le Moyne*, Venus and Adonis (1729); *846. *Van Loo*, Louis XV., full-length; 793. *Noël Nic. Coypel*, Judgment of Paris (1728); 1186. *J. M. Nattier*, Duchess of Orleans as Hebe; 813. *G. Poussin*, Landscape. End-wall: 1314. *N. Largillière*, Count Sparre; 1313. *A. Pesne*, Ch. Fred. Sparre (1744). — Adjacent are two Cabinets marked *Fr.*

in the ground-plan, containing several excellent smaller pictures. 1st Cab.: 778-786. *Jean Bapt. Sim. Chardin*, Genre pictures; *772. *Fr. Boucher*, The toilet (1746); *843, *844. *Lancret*, The swing, Blind-man's-buff; 874. *Pater*, The bathers; 888. *H. Tarraval*, Venus and Adonis. — 2nd Cab.: Pictures of the 19th cent.: 1581. *C. Corot*, Landscape with birches; 1585. *Ch. E. Jacque*, Flock of sheep in an oak-grove; 1588. *Jean Franç. Millet*, Sea-coast; 1596. *J. Max. Claude*, Sunset on the sea-coast.

From the French Saloon a short passage leads to the rooms on the W. side of the building. Three of these are devoted to foreign painters of the 19th cent. Room A (furthest to the left): 183. *P. S. Krøyer* (p. 417), Summer evening at Cape Skagen, pastel; 160. *V. Johansen* (p. 417), Among artists; *1601. *L. Simon* (French), Twilight; *1517. *J. V. Villegas* (Span.), Choristers. — Room B: 1360. *Bertha Wegman* (Dane), Young mother; 1613. *Oda Krogh* (Norwegian, wife of the painter Chr. Krogh), G. Heiberg, the author; 1434. *F. Thaulow* (Norw.), January day; 1522. *O. Sinding* (Norw.), Summer night on the coast of Norway; 1512. *E. T. Werenskiöld* (Norw.), F. Collet, the Norw. painter. — Room C: 1500, 1563. *F. v. Lenbach*, L. Gedon, architect, and J. v. Döllinger, theologian; 1519. *H. Thoma*, Black Forest scene; 1564. *E. R. Menard* (French), Sunset.

The following rooms are devoted to **Swedish Masters**, from the end of the 17th cent. down to the present day (comp. pp. liii, lix). Room D: Mostly by *Dav. Klöker von Ehrenstrahl* (1629-98): 1407. Moor with a parrot, 948. Three children of Charles XI. of Sweden (boy on the lion afterwards Charles XII.), 949. Portrait of himself. — Room E: 1110. *P. Hilleström* (1732-1816), Kitchen scene; *Elias Martin*, 1543. Landscape with a ruin, 1470. View from the Mynttorg (p. 310), 1497. Portrait of Bellman (p. 339). — Room F: Pastels and water-colours, chiefly portraits of the royal family by *Nik. Lafrensen*, as 77. Gustavus III., full figure; 17, 18. *Gust. Lundberg* (1695-1786), Portraits of women. — Room G: 955. *Karl Joh. Fahlcrantz*. Calmar castle by moonlight. — Returning to Room F, we next enter the —

I. Svensk Sal. Right side: 1032. *Ad. Ulr. Wertmüller* (1751-1812), Queen Marie Antoinette with her children in the park of Trianon, painted in Paris in 1785; 1566. *Al. Roslin*, Jennings family, Paris 1769; 1004. *Carl Gust. Pilo* (1711-93; director of the Stockholm Academy), Coronation of Gustavus III. in the Stor-Kyrka; 1010. *Al. Roslin*. Gustavus III. and his brothers Carl and Adolph Frederik, painted in Paris in 1771; *1429. *Karl Fred. von Breda* (pupil of Sir Josh. Reynolds), Teresa Vandoni, the singer, full-length. — Farther end-wall: *1396. *G. von Rosen*, Nordenskiöld, the Arctic explorer (1887). — Left wall: 1054. *Joh. Ed. Bergh* (18 8-80), Forest-track; *1355. *Joh. Fred. Höckert*, Burning of Stockholm Palace in 1697; 1155. *H. Alf. L. Wahlberg* (b. 1834),

Landscape by moonlight; 986. *M. Larson* (1825-64), Norwegian mountains; 1223. *J. A. Malmström* (1829-1901), Fairies' dance; 1000. *Axel V. Nordgren* (1828-88), Norwegian coast. Entrance-wall: *G. v. Rosen*, *1154. King Eric XIV. with his mistress Karin Månsdotter, urged by Göran Persson to sign a death-warrant. — Through Rooms F and G we next visit the adjacent —

Cabinets. I. Cab.: 1244. *P. Wickenberg*, Dutch winter-landscape; 1356. *L. A. Lindholm* (1819-54), Interior; 1028. *J. W. Wahlbom* (1810-58), Death of Gustavus Adolphus. — II. Cab.: 999. *B. Nordenberg*, Tithe-day in Skåne; 1207. *J. Fr. Höckert*, Wedding-party in Lapland; 1225. *B. Nordenberg*, Dead sheep; 992. *Amalia Lindegren* (1814-91), Peasants' dance in Dalecarlia. — III. Cab.: 954. *F. J. Fagerlin*, Fisher-boys smoking; 1025. *K. H. d'Unker* (1828-66), Third-class waiting-room; *1204. *Fagerlin*, Convalescent; *1059. *G. Rydberg* (b. 1835), Spring in Skåne; 1320. *K. H. d'Unker*, Pawnbroker. — IV. Cab.: *1509. *K. Skånberg*, Venetian scene; 1317. *A. G. Hafström* (b. 1841), Captured smuggler on the W. coast of Sweden; 1525. *Ad. Fr. Nordling* (1840-88), Fishing-boats off the island of Hven; 1329. *Axel Kulle* (b. 1846), Church council. — V. Cab.: 1534. *E. Stenberg* (b. 1843), Evening mood; 1453. *Ax. Leon Borg* (b. 1847), Elks in summer; 1493. *Alfr. Bergström* (b. 1869), Ebb-tide; 1409. *C. S. Flodman* (1863-88), Beach at Cimbrishamn; *1536. *P. Svedlund* (S.; b. 1859), Canal at Bruges; 1370. *K. A. Lindman*, Stockholm; *1528. *W. Smith* (b. 1827), Italian smithy. — We now pass through the 1st Svensk Sal into the —

Domed Room. Over the door, 1367. *Joh. Tirén* (b. 1853), After the snow-storm in Lapland. Then, 1419. *N. Forsberg*, Death of a hero in Notre Dame in Paris (1871). Opposite, *1363. *Gust. Cederström*, Body of Charles XII. on its way to Sweden (winter scene). — Opposite the windows: 1397. *J. F. Krouthén* (b. 1858), Swamp in E. Götland; 1405. *O. Björck*, Market-hall at Venice; 1138. *Per Wickenberg*, Dutch coast by moonlight; 967. *J. F. Höckert*, Lapp interior; *C. G. Hellqvist*, 1558. Death of Sten Sture Jun. on the frozen Lake Mälar; 1431. King Valdemar Atterdag (p. 355) at Wisby. Then a number of portraits and busts of princely patrons of art. In the centre: 352. Psyche borne by three Cupids, in bronze, by *A. de Vries*, captured at Prague. — Next comes the —

II. Svensk Sal, lighted from above, occupied chiefly by modern pictures (comp. p. lix): 1402. *K. E. Skånberg*, Grand Canal at Venice; 1472. *O. Arborelius* (b. 1842), Swedish lake; 1384. *G. Cederström*, Funeral in Upland; *A. Bergström*, 1580. Summer evening on a Swedish lake, 1626. Open sea; 1458. *A. Edelfelt* (a Finn; 1854-1905), Victor Rydberg, the Swedish author; 1425. *O. Björck*, Feeding in the stable; 1551. *G. Kallstenius* (b. 1861), Moonlight night in Gotland; 1383. *G. v. Rosen*, Prodigal son; 1482. *O. Björck*, Prince Eugene of Sweden; 1403. *K. R. Lundberg* (b. 1861), Guard-

house in Stockholm; 1625. *O. Arborelius*, Evening after rain; 1380. *A. Jungstedt* (b. 1859), Quarry in Switzerland; 1569. *E. Rosenberg*, (b. 1858), March evening; 1578. *W. Smith*, Italian tavern. Then, 1504. *A. Schultzberg* (b. 1862), Valpurgis-night in Dalecarlia; 1379. *A. Hagborg*, Morning at Cayeux in France; without No., *E. Rosenberg*, Winter night in the forest. — 1554. *R. Thegerström*, (b. 1867), V. Stenhammer, the composer; 1507. *R. Bergh* (b. 1858), Eve Bonnier, Swedish painter; 1484. *K. Nordström*, Twilight; 1602. *R. Bergh*, Directors of the Artists' Society; *Prince Eugene of Sweden*, 1609. Swedish landscape, 1502. Summer night; *Br. Liljefors*, 1529. Capercailzie hen, 1503. Ducks, 1376. Fox's family, *1505. Eagle. End-wall: Pictures by *Anders Zorn*, 1510. Portrait of himself, 1603. Midsummer dance, 1640. Br. Liljefors, the painter, etc. — Adjacent are —

Four Cabinets, the first two of which contain other Swedish pictures. VI. Cab.: Water-colours by *C. Larsson*, Portrait of the authoress Selma Lagerlöf, Scenes from his home, Studio idyll; 184. *A. Zorn*, Our daily bread. — VII. Cab.: 225. *A. Wallander* (b. 1862); Poultry-dealer (pastel). Then, 1483. *N. Kreuger* (b. 1858), Spring in Halland; 1628. *G. Fjæstad* (b. 1868), Winter night.

VIII. Cab., Danes (p. 416): *P. S. Kroyer* (b. 1851), Edward Grieg, the composer, and his wife; 1428. *Fr. Vermehren*, Chess-players. Then 1513. *J. La Cour*, March morning; 1377. *Erik Henningsen*, Nytorv at Copenhagen; 1560. *V. Johannsen*, Laying the table; 1359. *V. Rosenstand*. Café in the Kongens Nytorv, Copenhagen. Then, 1454. *M. O. Engelsted*, Abraham with Isaac; 1514. *J. G. Rodhe*, Summer evening at Tönning in Denmark. Also, 44. Bronze statuette of the philosopher S. Kirkegaard, by *L. Hasselriis*.

IX. Cab., Norwegians (p. lix): 1277. *A. Tidemand*, By the cradle; 1260. *J. S. Dahl*, Two monkeys; 1285. *C. Hansen*, A visitation; 1270. *V. S. Lerche*, Convent library; above it, without No., *Th. Fearnley*, Alpine landscape. Then, 1266. *H. F. Gude*, Welsh landscape; 1336. *C. Hansen*, Confronting a witness; 1262. *Th. Fearnley*, Northern landscape; 1343. *H. F. Gude*, Sandviks-Fjord in Norway. Next, *H. F. Gude*, 1263. Fjord, 1264. Storm on the outer coast; 1544. *Fritz Thaulow*, Moonlight-night; 1319. *A. Tidemand*, Fanatic (lay-sermon in a cottage in Finnmarken). — The adjacent cabinet contains early Italian pictures (p. 325).

The small Plats in front of the N.W. façade of the Museum is embellished with bronze figures by *J. Börjeson* and *T. Lundberg*, and with the ***Bältespännare** ('belt-duellists'), a bronze group by *Joh. Pet. Molin* (1859; cast at Nuremberg, 1867; comp. p. 281). It represents one of those deadly old Scandinavian duels in which the combatants were bound together with a belt and fought with short knives. The four reliefs on the pedestal, with Runic inscriptions from the Edda, represent the cause and the result of the combat.

From the S. end of the Blasieholm the iron *Skeppsholms-Bro* leads to the islet of **Skeppsholmen** (Pl. F, G, 6, 7), with the *Karl-Johans-Kyrka* and the chief military and naval depôts of Stockholm. The largest building is the *Kanonier-Kasern*, with its four corner-turrets and lofty gables. The island is intersected by fine old avenues. Good view of Staden from the W. bank (ferry). In front of the *Sjökrigsskola*, or Naval School, is a memorial of the arctic expedition conducted by *Baron A. E. Nordenskiöld* in 1878-80. Farther E. is a monument in memory of the naval victory gained by Gustavus III. over the Russians at Svensksund in 1790 (p. lii). On the E. bank of the Skeppsholm is a station of the steam-launches plying to the Djurgård (No. 3, p. 307).

A wooden bridge connects the Skeppsholm with **Kastellholmen** (Pl. G, H, 7), also a favourite promenade. The tower of the *Citadel* commands an admirable *View of the environs (94 steps, then an iron ladder of 8 steps more; apply to sailors on guard halfway up; fee 50 ö.). Here too is the pretty club-house of the *Royal Skating Club (Skridskoklubben)*. Close by are moored a number of yachts. At the S. end of the islet is a garden-café.

IV. SÖDERMALM.

At the S. end of Staden is the *Sluss-Plan* (Pl. E, F, 8; tram stat., p. 305), adjoined on the W. by the Kornhamns-Torg (p. 325) and on the S. by the *Söderström*, an effluent of Lake Mälar, which small vessels pass by means of a *Sluss* ('lock', 'sluice'). The stream is crossed by two iron bridges to the Södermalm. By the water's edge are a number of provision-stalls, and close by is the harbour of the fishing-boats.

Between the bridges lies an open space (station of the Södermalm electric tram, p. 305) with an equestrian **Statue of Charles XIV. John** (Pl. E, 8), by *Fogelberg*, erected by Oscar I. in 1854. The king is represented in the uniform of a Swedish marshal.

The **Södermalm**, the extensive S. quarter of the city, occupies a lofty and picturesque site, with streets following the undulations of the rock. To the E. of the bridge is the *Stadsgård*, a long quay with the station of the Saltsjöbaden railway (p. 341). To the W. is the broad *Söder-Mälar-Strand*, a quay formed by blasting the rock.

On the Stadsgård is the conspicuous **Katarina-Hissen** (Pl. E, F, 8), a steam-lift which carries us to the top of the Södermalm (118 ft.; 5 ö.). The belvedere at the top (adm. 10 ö.; small café) affords a splendid *View of the old town with its churches and the palace, Norrmalm with the dome of the Adolf-Fredriks-Kyrka, the high tower of the Johanns-Kyrka, the telephone tower, Östermalm, Blasieholm with the National Museum, the Skeppsholm with its avenues, and the Kastellholm. At our feet lies the Saltsjö, enlivened with ships and numerous steam-launches. To the right we see the

Djurgårdsstad, backed by the oaks of the park and rocky heights; to the left stretches Lake Mälar.

An iron foot-bridge leads from the platform of the Hissen to the Mosebacke-Torg (Pl. F, 9). Here are the *Södra Teater* (Pl. 45; F, 8) and the garden-restaurant of *Mosebacken* (Pl. 29; F, 8), another fine point of view. Near it rises the *Water-Tower*, whence the view is more extensive (fee). — The *Katarina-Kyrka* (Pl. F, 9), built in 1656-70 by Jean de la Vallée, and lately restored, marks the spot where the bodies of the victims of the 'Stockholm Blood Bath' (p. xlvii) were burned. — At the S.E. extremity of the city rises the conspicuous new *Sofia-Kyrka*, built by G. Hermansson.

On the Söder-Mälar-Strand rises the *Maria-Hissen* (Pl. D, 8; 6 ö., incl. ferry to or from the Mälar-Torg, p. 313), another 'hoist' or elevator, built into the rock. From the top we reach the Bellmans-Gata, cross the Horns-Gata (electric tram, p. 317), and turn S.E. to the *Maria-Kyrka* (Pl. E, 8; 16th cent., restored 1825). Or we may go S. W. to the *Adolf-Fredriks-Torg* (Pl. D, 9), with a fountain-group of 'Thor with the Midgard serpent', by H. Wissler, and a copy in bronze of Hasselberg's 'Lily' (p. 323).

V. KUNGSHOLMEN.

Kungsholmen, the W. suburb of Stockholm, contains several large medical institutions. In the Handtverkare-Gata (tramway), just beyond the *Nya Kungsholms-Bro* (Pl. C, 6), are right and left the *Serafimer-Lazarett*, founded in 1752, and the *Karolinska Medико-Kirurgiska Institut*. This national college for medical training, erected in 1811, has 22 professors, 27 lecturers, and nearly 300 students, and a Museum of medicine and hygiene (apply to 'vaktmästare'). Beyond the *Royal Mint* (left) and the *Ulrika-Eleonora-Kyrka* (right; altar-piece by Westin) is a large *Maternity Hospital* (Pl. 10; A, 6); then (left) the *Military Hospital* (*Garnisons-Sjukhuset*; Pl. A, 6), to the N. of which is *Crown-Princess Louisa's Children's Hospital*. Farther W. are the *Sjukhem* ('sick-home'), the hospital of *St. Göran*, and the lunatic asylum of *Conradsberg*.

VI. DJURGÅRDEN.

Tramway (No. 7; p. 305) every 5 min. from the *Norrmalms-Torg* (Pl. E, 4, 5) by the Nybrohamn and Strandväg, then over the Djurgårds-Bro (see below) to *Bellmansro* (p. 339). — Steam Launches, every 1/4 hr. from various piers (p. 307).

The ***Djurgård**, laid out by Gustavus III. and Charles XIV. on the site of an old deer-park, with its fine old oaks, pleasant villas, and beautiful walks, occupies an islet in the *Saltsjö*, about 2 M. long and 3/4 M. broad, separated from the mainland by the *Djurgårdsbrunnsvik*. On the S. W. bank lies *Djurgårds-Staden*, the only suburb of Stockholm still built chiefly of timber. The main approach is from the E. end of the Strandväg (p. 316), by the *Djurgårds-Bro* (Pl. H, 5),

Tädingen
Laboratoriums
Laboratorihagen
Skjutbanor
Djurgårdsbrunns viken
ROSENDAL
Trädgårds föreningen
Djurgårds Staden
Beckholmen
Kastellholmen
Skeppsholmen
Manilla
Grondals bäcken
Palms Park
Isblads viken
Beskungen
HÄSTHOLMEN
SALTSJÖN

a stone bridge completed in 1897, adorned with bronze figures from northern mythology.

On the right, immediately beyond the bridge, rises the —

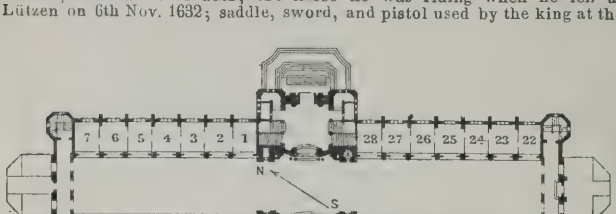
***Northern Museum** (*Nordiska Musect*; Pl. H, 5), an imposing edifice with many gables, built of reddish limestone with granite base in the 'Vasa style', in imitation of a 16th cent. Swedish castle. Designed by *J. G. Clason*, and begun in 1903, it was completed in 1906 and opened in 1907. The collection owes its origin to the untiring zeal of *Dr. Artur Hazelius* (1833-1901), who foresaw that all the old national furniture, implements, ornaments, and costumes would soon be superseded by the products of modern industry, and who succeeded in rescuing a host of such objects from their impending doom. No other country can present so complete a picture of early and mediæval culture, the memorials of which have been swept away earlier by the tide of civilisation. A valuable supplement to the collection is formed by the royal armoury, a collection of weapons, costumes, and historical curiosities formerly preserved in the palace. The collections are admirably arranged. The finest specimens of their respective kinds are exhibited, the inferior being carefully stored. Directors, *Dr. Bernh. Salin* and (of the armoury) *Baron R. Cederström.* Adm., see p. 308.

A flight of steps ascends to the chief entrance. The inscriptions on the obelisks right and left are to the effect that 'while young hearts beat in the North they should cherish the heritage of their fathers', and that 'the day may come when all our gold will fail to procure us a picture of bygone ages'. A relief over the entrance represents the Museum receiving gifts from Age and presenting them to Youth, another allusion to the objects of the collection. — To the right in the vestibule is the cloak-room, where sticks and umbrellas are left (5 ö.). The custodians wear national costume. Right and left are the staircases ascending to the upper floors (p. 335). Straight before us is the —

Great Hall, 138 yds. long and about 70 ft. high, the whole height of the building, containing the *Royal Armoury *(Lifrust-Kammäre)*. In the niche opposite the entrance is a colossal painted plaster figure of *Gustavus Vasa* (p. xlviii), the founder of the modern kingdom of Sweden, enthroned and gorgeously robed, by C. Milles (of which a replica carved in wood is projected). The various objects are arranged round the hall in chronological order. Long rows of Swedish flags of the 17th and 18th cent. recall the exploits of Gustavus Adolphus and Charles XII.

Beginning on the left: Sixteenth Century and early 17th, Armour chiefly of German workmanship, notably the 'Maximilian' fluted suits; a suit of 'pipe-armour'; *Gustavus Vasa's* armour (of Augsburg, 1540); superb equestrian suit of *Eric XIV.* (by Kunz Lochner of Nuremberg); parts of a gala-suit (by Jacobe of Greenwich), a showy shield, and helmet (Italian, about 1570); two swords of Duke Gotthard Kettler of Kurland; wooden shield of king *Sigismund* (Italian work); state-suit of *Charles IX.* (superb work by Heinr. Cnoep of Nuremberg, with the Swedish arms). — *E. European*

and Oriental Objects of 16th-17th Cent.: Saddles, sabres, daggers, battle-axes, richly jewelled, presented by the Transylvanian prince Bethlen Gabor to Gustavus Adolphus; Persian coat of embroidered velvet, once owned by Charles X.; helmet of Ivan the Terrible of Russia (d. 1584). — SEVENTEENTH CENTURY: *Period of Gustavus Adolphus;* standard of 1626; the king's jerkin and leathern collar stained with the blood of wounds received at Dantsic on 24th May and 8th Aug. 1627; his helmet (33 lbs. in weight); two embroidered horse-cloths with the Swedish arms and the initials G. A. 2, Delft work of 1621; the horse he was riding when he fell at Lützen on 6th Nov. 1632; saddle, sword, and pistol used by the king at the



battle; three blood-stained shirts and pair of stockings found by the king's body; state-armour carried to the Riddarholms-Kyrka at the king's funeral on 22nd June, 1634. From the belongings of queen *Christina:* cross-bow, guns, pistols, and saddles. Owned by *Charles X.:* court-garments, sword, gun, and pistols, richly decorated, Italian work; state-armour and banner used at his funeral, on 3rd Nov. 1660. Period of *Charles XI.:* his dress when a boy, toys (colonel of artillery in campaigning equipment and two cannons); French guns, pistols, and saddles; superb double revolver-gun inlaid with silver, by Jean Berain. — EIGHTEENTH CENTURY: Blue coat, yellow vest, yellow breeches, and top-boots worn by *Charles XII.* when he fell at Frederikshald (11th Dec. 1718), with the hat pierced by the fatal bullet. Period of *Gustavus III.:* uniform worn by the king at the military revolution of 18th Aug. 1772; national Swedish costume designed by the king; costume worn by the king at the masked ball in the Great Theatre (p. 315) when he was shot by Capt. Ankarström. — NINETEENTH CENTURY: Austrian marshal's uniform of prince *Gust. Vasa* (d. 1877), son of Gust. IV. Adolphus, and father of the late queen Carola of Saxony; Swedish marshal's uniform of Charles XIV. John; helmet and cuirass of *Frederick VIII. of Denmark;* gold sword-medal presented by Oscar II. to Emp. William I., unique of its kind, returned after the emperor's death.

The rooms ranged round the Great Hall on the ground-floor are set apart for the illustration of SWEDISH PEASANT LIFE *(Svenska Allmoge-Afdelning).* The collection is arranged according to provinces. Most of the objects are of purely national origin, but a few, especially from S. Sweden (Skåne), show foreign influence. Tables chairs, beds, chests, and the like are mostly heavy and massive; the wood-carving often shows artistic merit. Metal is used almost exclusively for tools. Glass is rare. The pottery frequently bears humorous inscriptions. The cloth, carpets, and other textile fabrics are strong and solid, and loud colours are much in vogue.

Right of the entrance, in the N. wing, are four rooms containing objects from **Skåne** (p. 261). 1. Cottage Room, from *Inglestad*, end of 18th cent.; bed, as usual, curiously short, with handle above for raising it; tapestry on the walls. — 2. Room: Woven materials; next the windows, life-size figures in costume, with rich silver trinkets and peculiar kerchiefs on their heads; opposite, a carved bedstead; by the exit-wall a carved chair of 1511 with a scene from the Fall of man. — 3. Room: Costumed figures, including a woman in mourning, with black cloth instead of the modern veil; opposite, a threefold bed, 1811; in the glass-case by the entrance staves with notched inscriptions, including a 'Bya-stock' recording the number of gaards in a village, 1771; a 'Ringklubba' of 1751, sent round on a death in the royal family as a summons to mourning; by the left wall a shelf for food (sofvelbräd); by the exit a glass-case with brandy-bottles. — 4. Room: Spinning and weaving apparatus; on the walls above, and further on, primitive paintings, chiefly from the Bible, used to decorate rooms at Christmas; in a show-stand in the centre are trinkets of the 17th and 18th cent., as still worn, but in more delicate make, including an 'Ellakors', or cross to ward off elves; the balls of glass in the stand left of the exit and the carved mangle-boards on the walls were used for smoothing linen. — 5. Room: Costumes and other objects from *Blekinge* (p. 263). — 6. Room: Similar curiosities from the islands of *Öland* (p. 310) and *Gotland* (p. 338); by the window in the centre a bridal crown; 'Vägglusbräde', boards with holes as bug-traps; in the glass-case to the left of the entrance, spice-mills, boxes, etc. — 7. Skåne Cottage Room from *Håslöf*, first half of 19th cent.

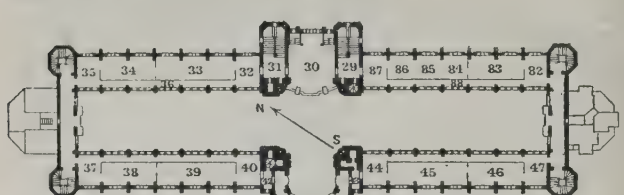
On the other side of the N. wing there are first three rooms devoted to **Småland** (p. 266). 8. Småland Cottage Room from *Södra-Vedbo*, early 19th cent. — 9. Room: Costumed figures; on the walls here and in the next room are rustic paintings, embroidery, bridal crowns, and other ornaments. — 10. Room: So called war-insignia of the women of Värend in memory of their bravery in battle against the Danes; by the wall on the right, shepherds' horns, resembling the Swiss alphorn; to the left by the exit, cake-moulds and bread-stamps for Christmas rolls. — 11. Room: Eating and drinking-vessels, goblets; harness and saddles, partly of elks' horns; spinning and weaving implements, woven stuffs. — 12. and 13. Rooms: Objects from *Halland* (p. 276), wall-paintings; costumes, bridal crowns, trinkets; domestic utensils and furniture; by the exit-wall of the last room, curious candelabra. — 14. Room from W. Götland, S. of Lake Venern.

In the S. wing of the Great Hall, beyond the figure of Gustavus Vasa; 15. Dalecarlia Cottage Room from *Rättvik* (p. 368), with wainscot and open fire-place. — 16. and 17. Rooms: Costumes and curiosities from *W. Götland*. — 18. Room: Objects from *Dalstand* (p. 287). — 19. Room: Articles from *Bohuslän* (p. 104), woven stuffs. — 20. Room: Curiosities and costumes from *E. Götland* (p. 298); left of the exit, Runic staves. — 21. Helsingland Cottage from near *Dalsbo*, room with painted walls and open fire-place.

On the other side of the S. wing: 22. Gestrikland Cottage Room from *Valbo* (p. 368). — 23. Room: Objects and costumes from *Södermanland* (p. 301). — 24. Room: Similar articles from *Nerike* (p. 290) and *Vestmanland*, W. of Lake Mälar. — 25-28. Rooms: Furnishings from **Dalecarlia** (p. 361), the costumes specially picturesque; harness with curious old-fashioned ornamentation; herds' horns; staves with notched inscriptions of various kinds, including 'Bykladdar' with lists of estates (one of which was used near Mora down to 1857); also 'Sägstickor' with estate-lists; baskets of birch-bark, for carrying children to baptism; embroidery, bridal crowns; bed of 1693; on the walls paintings on linen; old-fashioned carved poles for hanging clothes from the ceiling. — 28. Dalecarlia Peasant's Room from *Transtad*, with open fire-place and hanging-poles.

The First Floor (to which staircases ascend from the Vestibule, p. 333) contains in the central room and two side-rooms Coronation Equipments from the Royal Armoury, and in the rooms

of the N. wing, adjoining on the right, Swedish Guild Insignia; then, on the other side of the latter and also of the S. wing, Foreign Rustic Furniture; and on the entrance-side of the S. wing, products of Swedish Industry of the 18th cent., etc.



29-31. Coronation Rooms: Coronation robes, banners; throne canopy and saddle of Charles IX., the latter with rich pearl and gold embroidery; gilded toilet-furnishings of 1778, with fine English lace; cradles of kings Charles XII. and Gust. IV. Adolphus; saddle of Charles XIV. John.

Guild Section *(Skrå-Afdelning).* **32, 33.** Rooms: Belongings of *Swedish Guilds*, chests, safes, stamps, guild-tankards (for bidding welcome), covered mugs, goblets, master-pieces, etc. — **34, 36.** Rooms: Similar *German* and other *Foreign Objects*. — **35.** Room: *Dispensary*, with retorts, distilling apparatus, fine boxes, partly German, alchemist's furnace, cabinet for poisons, etc.

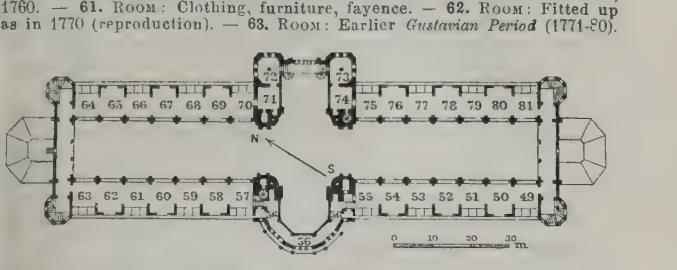
Foreign Section *(Utländska Allmoge-Afdelning).* **37-45** and **48** contain the *Norwegian Objects:* Furniture, harness, wardrobes, chests, kitchen utensils, goblets, trinkets. In the **40.** Room, battle-axes and other weapons of 16th-18th cent.; musical instruments; in the side-passages (**41, 48.**) are carved stakes and beams from Stabbure (store-houses). — **46.** Room: Objects from *Denmark* and *Iceland* (carved planks) and a few from *Slesvig*. — **47.** Room: From *Finland*, chiefly from its Swedish inhabitants; on the central stand are baskets, ropes, and birch-bark shoes, purely Finnish.

The rooms on the entrance-side of the S. wing are chiefly devoted to **Swedish Industry** of the 18th cent.; the numbering is in continuation of that on the 2nd Floor. **82.** Room: Toys *(Leksaker).* — **83.** Room; *(Musik-Afdelning):* Violins, lutes (incl. Bellman's, p. 339); organ from Upland with German inscription. — **84-87.** Rooms and **88,** Passage: *Textile Section*, weaving-looms, incl. one brought from Holland by Jonas Alströmer in 1720, probably the first in Sweden; carpets, lace, etc.

On the second or Upper Floor are collections illustrative of the life of the Swedish Upper Classes *(Högre Stands-Afdelning):* Furnishings, costumes, etc., from the 16th to the end of the 19th cent., showing, in contrast to the peasants' belongings, the refinements of foreign influence. While the royal palaces, the châteaux of the nobles, and the houses of the wealthy have their Renaissance, baroque, rococo, Louis XVI., and empire styles, these styles were so far modified by national influences as to justify the terms Vasa (1520-1650), Carolingian (1650-1750), and Gustavian (1771-1810) periods.

The arrangement begins at the S.W. angle of the building. To the left from the staircase we enter the modern rooms (see below) and walk through them and round to the earlier. **49.** Room: *Earlier Vasa Period* (1520-1600): Fine inlaid chest, etc. — **50, 51.** Rooms: *Later Vasa Period* (1600-50):

In the 50th. room-furnishings from the château of Tynnelsö (p. 346) of 1620, with carved cabinet, doors, and ceilings; in the 51st. inlaid cabinets and chests. — **52, 53.** Rooms: *Carolingian Period* (1650-1720). In the 52nd reproduction of a room of 1680, with old tapestry and adjoining sleeping-place; in the 53rd a child's costume of the period. — **54.** Citizen's Parlour. Stockholm, 1730. — **55.** Room: Cabinets, porcelain, etc., 1730. — Passage round the semicircular bay in the centre of the building (**56.**): Glasses of 17th-18th cent.; porcelain from Rörstrand (p. 346) and Marieberg (p. 343), 1750-70; china. — **56-61.** Rooms: *Rococo Period* (1750-70): Furniture, costumes, fans, caskets, clocks. — **59, 60.** Citizens' Rooms, 1760. — **61.** Room: Clothing, furniture, fayence. — **62.** Room: Fitted up as in 1770 (reproduction). — **63.** Room: Earlier *Gustavian Period* (1771-80).



On the farther side of this wing of the building: **64, 65.** Rooms: Later *Gustavian Period* (1780-1805): Costumes, incl. Gustavus III.'s so-called national costume; ornaments; room-fittings of 1780 in 65th, and of 1790 in 67th. — **68-70.** Rooms: *Empire Period* (1805-30): Room-furnishings of 1810 in 69th, and of 1820 in 70th. — **75-81.** Rooms (beyond the staircase): Swedish furniture, costumes, small objects, from the beginning of 19th cent. till the present time. In the 80th, room-fittings made for the Paris Exhibition of 1900.

In the basement or **Cellar Floor** are exhibited objects from *Lapland*, furniture and costumes; reindeer sledges and harness; carvings in reindeer-horn; 'Seitar' (p. 236), stones of peculiar shape which were worshipped; soothsayer's or magic drums. Illustrated *History of Fire* (cooking, heating, lighting). *Shooting and Fishing Gear*, incl. a curious bear-trap, in which the victim was drawn up by the hind-legs; figures to scare wolves. *Church Hall*, containing church-doors with mountings of 13th cent., wooden fonts, church-benches, altar-utensils.

On the left, beyond the Northern Museum is the **Biological Museum** (Pl. I, 6; adm., p. 308), timber-built in the style of the Norwegian 'Stavekirker', which affords an admirable survey of the birds and mammalia of Scandinavia. Beyond it is the *Jägarhyddan* café (p. 304); on the left are the *Djurgårds-Teater* (Pl. I, 5, 6) and the entrance to Skansen (p. 338).

To the right of the main road is the broad and short *Allmänna-Gränd* (steam-launches, see p. 315). On the left is *Hasselbacken* (Pl. I, 6; p. 304), the largest and best of the restaurants, with grounds containing the remains of an oak *(Bellmans Eken)*, under which Bellman (see p. 339) once sang, and a statue of the poet by G. A. Nyström. — Beyond Hasselbacken the road expands into the *Djurgårdsslätten* (Pl. I, 6, 7), bordered by the pleasure-resorts of *Cirkus*, *Alhambra*, *Tivoli*, and *Novilla*. By the last is the entrance to the S. part of Skansen (p. 338).

In the W. part of the Djurgård lies one of the chief sights of Stockholm, the 'open-air museum' of —

***Skansen** (Pl. I, 5, 6; adm., p. 308; photogr. apparatus must be given up), founded in 1891 by *Dr. Artur Hazelius* (p. 333) for the illustration of the natural history and ethnography of Sweden. The enclosure, about 70 acres in area, with its rocky hills, its lakes, woods, pastures, and fields, affords a miniature picture of the Swedish country. The fauna and flora of the country are fully represented. Human habitations brought from different districts, occupied by peasants in their local costumes, complete the object-lesson. The keepers wear Swedish uniforms of the time of Gustavus Adolphus and Charles XII.

From the entrance near the Djurgårds-Teater we may ascend by tram (to the left; 10 ö.) or by the broad path to the right to *Oscar II.'s Terrace* (Rest. Sagaliden, good; no fees). Near the upper end of the tram is the *Håsjöstapel*, a copy of a Jemtland steeple (p. 372). Pretty view. Farther on is the *Lapp Camp*, with winter and summer dwellings and reindeer-pen. We then go N., past the Backstuga, to the Seal Basin (*Sältdamm;* Pl. 4). Close by are Tar Works *(Tjärdal)*, a half-sunken stone hut from S. Sweden; then Charcoal Burners' Huts; a *Nying* (camp-fire for woodmen); large grindstones and hand-mills, probably of the flint-period. A little below are the *Skånska Grufvor*, an imitation of a coal-mine (25 ö.). In the same building are models of the town of Wisby (p. 355) and of a north-country timber-yard. Near the seals are the *Foxes* (Pl. 5; rare black fox; Pl. 6) and *Lynxes* (Pl. 8). To the S.E., close to the wood, are the *Morastuga* (p. 367), quaintly fitted up, and the *Orsastuga* (p. 368). By the latter is a 'Maistång' (May-pole), round which the young people used to dance. In the wood, beyond the Orsastuga, are the pens of the smaller animals: hares, pheasants, cranes, wood-grouse, wood-pigeons, otters, ospreys, hawks, falcons, ravens, owls, and ptarmigan. Then the *Royal Eagles' Cage* and the *Malmberg*, with specimens of minerals. Farther N., passing the *Bears' Dens* (Pl. 19, 20), we come to the *Wolves* and the *Gluttons* (Pl. 21, 22). — Returning past the bears we ascend to the outlook-tower of —

*Bredablick (adm. 25 ö.). Near it are a good café and the winter restaurant of *Höganloft* (no fees). On the 2nd floor is a collection of clocks, guild-insignia, and postage-stamps. The view from the upper platform (246 ft.) is one of the finest in Stockholm, embracing the extensive city with its towers and domes, the grand Palace, the green Djurgård, and the bays of the Saltsjö. — To the E. of the Bredablick is an exit near the Horticultural Society's garden (see below).

In the S.E. part of Skansen is the *Laxbrostuga* (10 ö.), the house of a Dalar mine-owner and merchant, whose wife was Dutch (end of 17th cent.); E. of it is *Swedenborg's Paviljon*, with memorials of

SKANSEN
1 Lapp Camp
2 Reindeer
3 Fallow Deer
4 Seals
5 Stone or Arctic Foxes
6 } Foxes
7 }
8 Lynxes
9 Small Birds
10 Hares
11 Rabbits
12 Pheasants
13 Hawks
14 Sea Eagles
15 Woodgrouse
16 Eagle Owls
17 Owls
18 Golden Eagles
19 Bears
20 Polar Bears
21 Gluttons
22 Wolves
23 Pigeons
25 Roe Deer
26 Elks
27 Stags
28 Cranes
29 Asses
30 Goats
31 Dogs
Djurgårdsbrvikem
Skånska gruffvorna
Ingång
Järfvar
Ralvar
Vargar
Djurgårdsteatern
Bergbanan
Tjärdal
Hasjöstapeln
Backstugan
Dorrhjortar
Kyrkogård
Renar
Lappkåtor
Sagaliden
Gåsbuset
Expedition
Ingång
Oscar II:s terrass
Fjällräfvar
Räfvar
Lodjur
Kaniner
Landtbjörnar
Björnar
Vasaeilofet
Storboden
Stall
Dufvor
Malmberget
Kungsörnar
Bredablick
Brygghallen
Fasaner
Hökar
Hafsörnar
Morastugan
Orsaser
Uttervar
Fåglar
Frösthorp
Ingång
Vaktstuga
Musik och Dansplan
Karpdamm
Offerholm
Kyrkhultstugan
Rökstugor
Ingång
Smålänningehuset
Material gård
Fäbod
Fatbur
Post
Telefon
Bollnäs stugan
Getter
Larbrostugan
Swedish Pav
Ingång
Soldattorp
Hundar
Fogelhus
Åsna
Uttrar
Älg
Rådjur
Hornborgastugan
Oxdropsgården
Odinshund
Tranor
Gräftingar
Fasaner
Kvarn
Jakar
Idunshall
Hasselbacken
Cirkus
Alhambra
Nya Tivoli
Solhem
Hellestadstapeln
Ladn
Isbjörnar
Artur
Hazelius gr.
Vättar
Ingång
Djur
Ingång

the philosopher and mystic Eman. Swedenborg (1689-1772). To the S. are the *Oktopsgård*, a large thatched farmhouse from Halland, the *Hornbogastuga*, from W. Götland, with a *Kvarn* or mill near it, and then the *Hellestadstapel*, a tall belfry (view; 10 ö.). Near this it the tomb of Hazelius (p. 333). — From the Oktopsgård we go N. to the *Kyrkhultstuga* (from Blekinge) on the margin of the wood, and pass between the two lakes. On an island to the left is a sacrificial and burial place of the heathen Lapps. Beyond the *Dansplan* (see below) we reach the *Bollnässtuga*, 16th cent., brought from Helsingland, containing objects for the celebration of 'Jul' (Yule, Christmas). To the S. of this are pens for the *Elks*, *Stags*, and smaller animals. The S. part of the park contains a second bears'-den and several aviaries. Near the Bollnässtuga are also the *Fæbod* (dairy) and the *Fatbur*, ón a height to the W., a copy of the storehouse of the manor of Björkvik in Östergötland, one of the oldest timber buildings in Sweden. It contains a collection of northern farm-implements and affords a fine view from the gallery. Near it are the *Kennels* (Pl. 31; Greenland and Jemtland dogs) and an exit behind Hasselbacken (p. 337).

Popular Dances and Sports, in costume, with national music, take place in the 'Dansplan' several times a week on summer afternoons and evenings. Popular Festivals are held on Walpurgis Eve and Walpurgis Day (30th Apr., 1st May), on 6th June, the anniversary of Gustavus Vasa's accession, on St. John's Eve and Day ('Midsommerafton', 23rd-24th June), on St. Lucy's Day (13th Dec.), and at Christmas (Jul).

To the E. of Skansen (exit E. of Bredablick) is the large garden of the *Trädgårds-Förening* or Horticultural Society. — Farther on is *Rosendal*, a villa built by Charles XIV. John, with orangery and hot-houses. In front of the villa stands a huge *Porphyry Vase*, 8½ ft. high and 11½ ft. in diameter.

The S. and S.E. part of the Djurgård, with its fine oaks, green meadows, bold rocks, and a view of the Saltsjö, affords charming walks. We follow the direction of the road, but the paths right and left offer a pleasant variety. To the left at the E. end of Djurgårdsslätten (p. 337), we reach (6-7 min.) the *Bellmansro* café, and beyond it a small round space adorned with a bronze bust of *Karl Michael Bellman* (1740-95), the singer and still popular Swedish poet (by Byström, erected in 1829). On 26th July ('Bellmansdagen') a lively festival is held here in his honour. — To the S. is the *Frisens-Park*, a peninsula with fine views, a very popular resort on Sunday afternoons in summer (singing and dancing; rfmts., but no spirits). About 1 M. from Hasselbacken is *Manilla*, a large blind and deaf-and-dumb asylum (Thurs., 11-1; 'här ser man illa, här hör man illa, här talar man illa', say the local wits). — Farther on are several pleasant villas; that of *Parkudden* belongs to Prince Charles.

51. Environs of Stockholm.

The long arm of the Baltic called the *Saltsjö* and the inland *Lake Mälar*, which unite their waters at Stockholm, form 'Skärgärde' or archipelagoes of innumerable rocks and islets. Stockholm lies 60 Kil. from the island-belt on the outer coast, while the Mälar extends 117 Kil. inland, covering with its large bays an area of 450 sq. M. Its 1260 islands are 190 sq. M. in area, and at places it is 210 ft. deep. The scenery of the Saltsjö is finer than that of the Mälar, its rocky banks are higher and more varied. The Mälar is historically more interesting. Near the capital both its banks are enlivened with country-houses. On the Saltsjö the most attractive places are Saltsjöbaden (p. 342) and Vaxholm (p. 343), on the Mälar Drottningholm (p. 343) and Gripsholm (p. 344). Steamboats, see *Sveriges Kommunikationer* (and comp. p. 307).

A. On the Saltsjö.

Haga and Ulriksdal. — Tramway (No. 3½, p. 305) from Staden to *Haga Grindar*, at the entrance of the park of Haga (see below). Walk through the park to the château, and thence to the pier of the Steam Launch coming from the *Stallmästaregård* (see below), which takes us to *Ulriksdal* in 40 min. (50 ö.; dep. from Stallmästaregård on week-days at 8.30, 9.30, 11.30, 3.30, 4.30, 5.30, 6.30, 7.30, and 8.30; dep. from Ulriksdal at 8, 9, 11, 3, 4, 5, 6, 7, and 8; on Sun. every ½ hr.).

There are three other routes to *Ulriksdal:* the Upsala Railway to *Jerfva* (p. 347); the Djurhsolm Electric Tram (p. 305) to *Stocksund* (whence we cross the bridge S. of the station and go through the wood to the right to the château in 40 min.); or Steam Launch to Stocksund (p. 307) in 1½ hr. (dep. from Nybron, Pl. F, 5, twice daily, Sun. four times, touching at Lilla Värtan and Edsviken).

Or we may reach *Haga* from stat. *Norrtull*, lying S. of the park, or from stat. *Albano*, near the Stallmästaregård, both on the line from the central station at Stockholm to the Saltsjö port of *Värtan*.

The tramway leaves the city at *Norrtull* (Pl. A, 1) and passes under the Värtahamn railway to stat. *Stallmästaregården*. (Steam-launch to Haga and Ulriksdal, see above.) An avenue of lime-trees leads from here in 6-8 min. (10 min. from the Norrtull) to the garden-café of that name, at the S. end of the Brunnsvik.

The car stops near the New Cemetery, at the gate *(Haga Grindar)* of the park of Haga, whence we walk to the château in 20 min. more. The charming but rather neglected park is a favourite Sunday resort of the humbler citizens. The unpretending château of **Haga** *(Gustaf's III. Paviljong)*, built by Gustavus III. in 1786-88, was his favourite residence. Decorative paintings by Marguiller and furniture of that period are still preserved. The 'Vaktmästare' lives at the offices opposite (1 kr.). — In the wood above are the foundations of a grand château which was never completed.

The new cemetery, *Nya Kyrkogården*, contains several fine monuments. On the road, 10 min. farther, is the *Crematorium*. — The old *Solna-Kyrka*, S.W. of the cemetery, has a tower of granite, said to date in part from dagan days.

DJURSHOLM
1:30.000
Meter
Stat
Djursholmen
Djursholms Ö
Stat
Germania
Österviken
Gamla Djurs
Stat
Restaurant
Vägaskar
Stat
Samsö
Stat
Badhus
Ekkuden
STORA ÄR
Upsala
Husby
Ulsta
Granby
Ärvinge
Eggeby
Ärvinge
Rinkeby
Ulvsunda
Ulvsunda
Ösby
Rissna
Bästa
Angesberg
Ösby
Sundby
Ellenhall
Bällsta
SUNDBYBERG
Charlottenburg
Trysta
Krassboda
Alby
Bromma
Kanaan
Räcksta
Norrby
Hufvudstad
Qvarnviken
Ängby
Riksby
Blanchehorg
Akeshof
Ulvsunda
Solbrink
Hemmans
Tallsjönäs
Hagsta
Christinehof
Barkarby
Nuckeby
Fredriksberg
Hemanäs
Appelviken
Lofö
Brolan
DROTTNINGHOLM
Canton
Alsten
Bogesund
Tullhomen
Ekänsberg
Ekebyhof
Ekebyhofsviken
Söderby
Ekeby
Skräddarnäs
Örnsberg
Tullhyttan
Ängsfan
Björnkärr
Aspudd
Rässket
Hägersten
Tullhus
Jacobsberg
Sundsberg
Ved-
Lindö
Öf.
Kungshatt
Sätra
Hökmossen
Fiskarn
Slätten
Gällstaön
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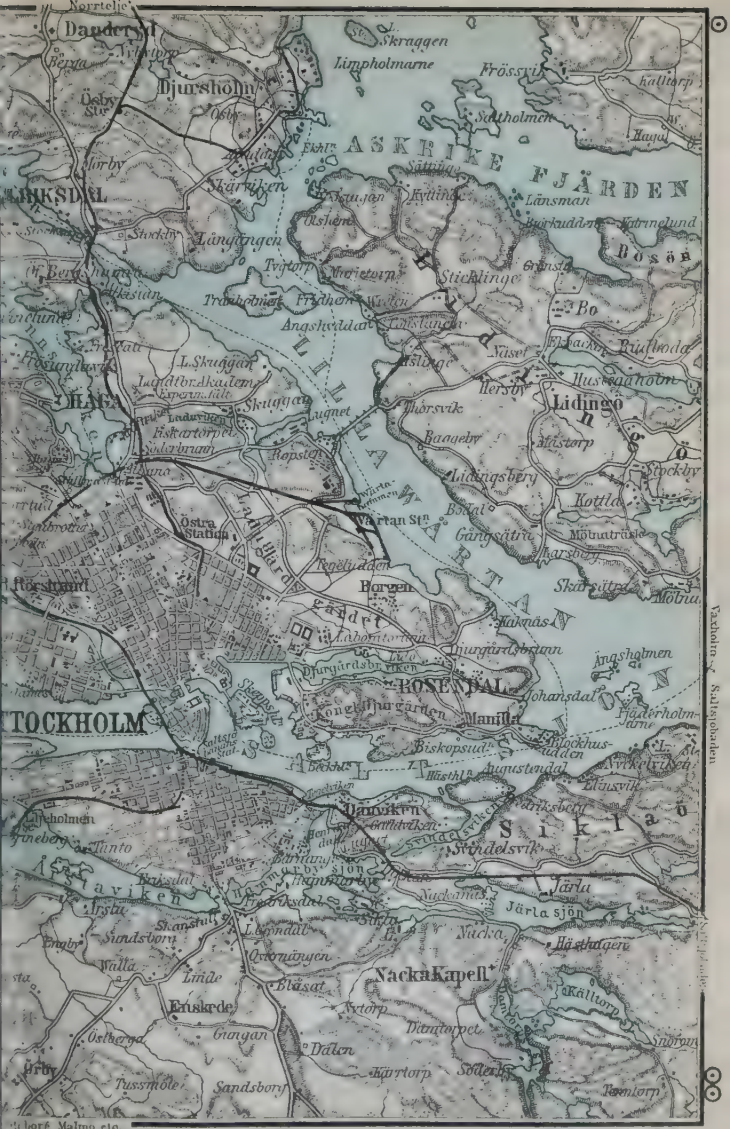

Norrtelje
Dandersö
Djursholm
Danderyd
Skraggen
Limpholmarne
Frössvik
Källtorp
Saltholmen
Hanö
ASKRIKE FJÄRDEN
Länsman
Bosön
Bo
Lidingö
Hustegahorn
Ekerö
Mörby
Skärviken
Stocksund
Långängen
Tranhamn
Frideborg
Angsholdal
Lilla Skuggan
Skuggan
Lugnet
Thorsvik
Baggeby
Mästorp
Lidingsberg
Kottla
Gångsätra
Mörtnäsudde
Skärsätter
Mörtnäs
Östra Station
Vartan Stn
Kungsholmen
Rörstrand
Borgen
Hjulsta
Laboratorium
Djurgårdsbrunn
Djurgårdsbron
Ångshamnen
ROSENDAL
Johansdal
Kungl. Djurgården
Manilla
Blockhusudden
Biskopsudd
Nyckelviken
Augustendal
Blasieholmen
Danviken
Skeppsbron
Strömmen
Skeppsholmen
Skeppsholmsbron
Strandvägen
Strandvägsbron
Strandvägsbron
Skeppsholmsbron
Skeppsholmsbron
Strandvägsbron
Strandvägsbron
Strandväg

The steam-launch (pier N. of the château) steers down the pretty bay of *Brunnsviken*, threads the strait of *Ålkistan*, and calls at *Stocksund* (station on the electric tram, see below). It then ascends the *Edsvik* to *Ulriksdal* (and Tegelhagen).

The royal château of **Ulriksdal** lies a little S. of the pier. (On the way is the vaktmästare's house, to the left; 1 kr.) It was erected at the end of the 17th cent. by General Jacob de la Gardie, and was afterwards a residence of Prince Ulrik, son of Charles XI. It still contains some old furniture, stained glass, and paintings. The *Intarsia portals of the drinking-room, by Dutch artists of the 17th cent., were brought from a château of the chancellor Oxenstjerna. The extensive park is noted for its fine avenues of lime-trees. To the S. of the château is a chapel built in 1865 in the Dutch Renaissance style. — Through the wood to Stocksund is a walk of 40 min.

DJURSHOLM. — ELECTRIC TRAM, 12 Kil., in 35 min. (35 ö.); starting from the *Engelbrekts-Gata*, at the S.W. angle of the Humlegård (Pl. D, E, 3), a little N. of a station of the Ring Tramway (p. 305).

SMALL STEAMER from Charles XII.'s Torg (Pl. E, 5) thrice daily (4 times on Sun.), past the S. side of the Djurgård, through the *Lilla Värtan*, with *Värtahamn* on the left, under the *Lindingö-Bro*, and E. of the island of *Tranholm* (1½ hr.). — From Djursholm the boat goes on to *Bosö* and *Rydboholm*.

The electric car stops first at the *Östra Station* (Pl. D, 1). Near Albäno we cross the Värtahamn railway (p. 340). We pass the *Experimental Field* of the Academy of Agriculture, the Fisheries Museum, and *Frescati*. To the left is the *Bergianska Trädgård*, a botanic garden with a large hot-house. We cross a strait to station *Ålkistan*, and then the *Stocksund* which connects the *Edsvik* with the Lilla Värtan. At stat. *Stocksund* is the power-station of the line. (To *Ulriksdal*, see above.) The next stations are *Mörby* and *Ösby;* our line now diverges to the E.; that to the N. goes on to Rimbo (p. 353).

Djursholm is a new colony of villas on the hilly bank of the *Stora Värtan*. The cars stop at *Sveavägen*, *Auravägen*, *Restauranten* (Hotel-Rest., at the station, D. 3 kr.), etc. To the N.W., 7 min., is the old *Château* (restored), once belonging to the Banérs' estate of Djursholm. The place itself offers little of interest.

SALTSJÖBADEN. — RAILWAY hourly in ½ hr. (75 ö., return-fare 1 kr.) from the *Stadsgård* (Pl. F, 8), to which a steam-ferry plies every ¼ hr. from Charles XII.'s Torg (Pl. E, 6; comp. p. 307). — STEAMER (Kom. 387) thrice daily in 1½ hr., from Gustaf III.'s Statue (p. 311); 75 ö., return-fare 1 kr.), preferable, time permitting.

The TRAIN threads a tunnel and runs through a picturesque rocky and wooded district. We stop at the suburb of *Henriksdal*, and, beyond a second tunnel, at *Sickla* and (4 Kil.) *Nacka* (8 min. S. of which is the popular garden-restaurant of *Nackanäs*). 8 Kil. *Dufnäs*, the halfway station, lies at the W. end of the *Lännerstasund* (p. 342). Then *Östervik*, *Fiksätra* and *Neglinje*, all with villas,

bath-houses, and boat-houses. The train crosses a strait to a peninsula on which lie stat. *Ringvägen* and the terminus *Saltsjöbaden*. Trains in connection with the steamers run down to the pier.

The Steamer skirts the S. bank of the Djurgård islands. Astern we have a beautiful view of Stockholm, where the dome of Katerina-Kyrka long remains visible. On the S. bank are dock-yards and factories, and on both banks many pretty villas. At the mouth of the bay of Lilla Värtan (p. 341) lie the *Fjäderholmarne* islands, a Sunday pleasure-resort. Off the S. point of the *Lidingö* we steer to the right, round the projecting cliff of *Kungshamn*, and enter the picturesque narrow *Skurusund*, at the S. end of which lies *Dufnäs* (rail. stat., see p. 339). The channel expands into the *Länner-stasund* (p. 341), beyond which it contracts to the *Södra Stäket*. The broad *Baggensfjärd*, which we next enter, heading S., is named after the Swedish naval hero, Jacob Bagge (d. 1577, a prisoner in Denmark).

Saltsjöbaden, a very favourite sea-bathing place, lies in a bay of the Baggensfjärd. In winter it affords skating, ski, and other sports. Near the station is the palatial *Grand Hotel* (R. 2-8, food 4-5, warm bath 1½ kr.), with a view of the bay. To the left (S.E.) is a bridge crossing to a wooded islet (**Restaur.*, D. 3 kr.). Promenades, with benches, are provided in the pine-woods round the bay. — To the right (S.W.) of the Grand Hotel are (5 min.) the sea-baths (25 ö., bath-sheet 25 ö., drawers 10 ö.). A few paces further is the sanatorium of *Badanstalt* (pens. 9-11 kr.). The *Karlsbader Berg*, 10 min. S., has a belvedere, overlooking the bay with its many islands, and a ski spring-board. — A finger-post by the station indicates the way to the *Smörgås-Paviljong* ('Pav.' on the Map).

On the *Farstavik*, a N.E. bay of the Baggensfjärd, lies **Gustafsberg**, with a large porcelain-factory, whose soft 'Frittenporzellan', biscuit-ware, and pale fayence are much admired. Steamers to Stockholm (Gustav III.'s Statue, Pl. E, F, 6) 11 times daily, in 1½-2 hrs. (fare 75 ö.); some of them call at Saltsjöbaden, so that the two excursions may be combined.

The sea-baths of **Dalarö**, with a hotel, many villas, pilot-station, and custom-house, lie on the open sea, 20 Kil. S. of Saltsjöbaden; steamer 3-4 times daily; also 3 times daily direct from Stockholm (Södra Blasieholms-Hamn, Pl. E, F, 5, 6), in 2¾ hrs. (1½, return-fare 2 kr.). — Steamers ply occasionally from Dalarö to *Gälö*, *Örnö*, *Muskö* (with the port of *Elfsnabben*, where Gustavus Adolphus embarked for Germany in 1630), and *Utö* (Hotel, pens. 4-4½ kr.), from which steamers also ply to Stockholm.

On an outer islet of the Skärgård lies *Sandhamn* (Hotel), to which a steamer plies daily from Stockholm (in 4 hrs.; 2 kr.).

A branch-railway (p. 302) connects Stockholm with **Nynäshamn** (Hot. Hagman, R. 2½-5 kr.), a new sea-bathing resort 63 Kil. S. (in 1½-2 hrs.). Villas have sprung up round some of the stations, otherwise unimportant. — From Nynashamn steamboat daily, except Sun., to *Nyköping* (p. 297) and *Wisby* (p. 355).

Vaxholm. — Steamboat (Kom. 378-384) about 12 times daily, from the Södra Blasieholmshamn (Pl. F, 6), in 1-2 hrs. (fare ½-1 kr.).

To the *Lidingö*, see above. Numerous villas. Beyond the *Halfkakssund* we enter a broader basin. On the left, the *Askrike Fjärd*.

Furusund
Skarpö
Vaxön
VAXHOLM
Södra Vaxholms fjärden
Tallarö-fjärden
Bogesund
Bogesundssluss
SKRIKE FJÄRDEN
Långholms fjärden
Högarns fjärden
St. Högarn
L. Högarn
Ö. Grönholmen
Notholmen
Vasholmen
Edlunda
Furuholmen
Risholmen
Kungarne
Kungsberg
Svangrundet
Gåshaga
Talludden
Kvarnholmen
Hasseludd
Tempelholmen
Lofberga
Södergårde
Velamsund
ORMINGE LANDET
Halfkaks sundet
Hamnsmora
Ekenäs
Smickartorp
Ö. Ekedal
Gustafsberg
Eriksvik
Gustafsvik
Gustafsviks-holmar
Skogshaddan
Farstä
Farstaviken
Skurusund
Bo Kapell
St. Björknäs
Ekuäs
Dufnäs
Tollarn
Tollarn-sundet
Skogsö
BAGGENS FJÄRDEN
Trefaringe
Vegelunge
Sumpholmen
Hellangårds-holmen
Saltsjöbaden
SALTSJÖBADEN
1:30.000
500 Meter
Villa Bernström
Restaurant
Saltsjöbaden
Maßstab 1:100.000
Kilometer
Engl. Miles

To the N. rise the four towers of Herr von Landinghausen's château of *Bogesund*. Countless rocky islets.

Vaxholm (*Inn*, good, R. 2-4 kr.), on the E. coast of the *Vaxö*, a fishing-town, with 2230 inhab. and many country-houses, is a favourite summer-resort of the Stockholmers.

The channel between the Vaxö and the *Rindö* is alone navigable to Stockholm by large vessels. On a rocky islet in the middle of it rises the *Fortress of Vaxholm*, founded by Gustavus Vasa and lately strengthened. On the Rindö opposite is the little watering-place of *Rindöbaden* (Stora Bad-Hot., R. 2-6 kr), with sea-baths and a chalybeate spring. At the E. end of the islet rises the *Oskar-Fredericksborg*, with casemates and batteries partly hewn in the rock.

The voyage N. from Vaxholm to the sea-baths of *Furusund* (Kom. 230; 3 hrs from Stockholm; 2¼ kr.), with several hotels, and to *Norrtelje* (p. 353; 4-5 hrs.; 3 kr.) is also commended.

B. On Lake Mälar.

DROTTNINGHOLM. — STEAMBOAT 7 times daily (Sun. 12 times), from *Gymnasii-Gränden*, near the S. end of the Riddarholm (by the Vallinska Skola, Pl. 16, D, 7) in ¾ hr. (50 ö., return-fare 1 kr.).

Looking back as we start, we have a fine view of Stockholm, the tower of the Klara-Kyrka and the dome of the Adolf-Fredriks-Kyrka, both in Norrmalm, being most prominent. Farther on we pass the *Långholm* on the left, with its large prison. To the right is the old porcelain-factory of *Marieberg*, now used as barracks; on the height above is the lunatic asylum of Konradsberg. Pretty villas in every direction. To the S. of Långholm is the *Reimersholm* with its large distillery. Then, on the right, the islands of *Lilla* and *Stora Essingen*. On the left, the wharf of *Ekensberg* on the mainland; then the island of *Lindholm;* on the mainland the château of *Hägersten*. On the right lie the Sigtuna and Upsala (p. 348) arm of Lake Mälar and the *Kersö*. Passing left and right the *Fogelö* and the *Högholm*, we soon reach the palace, a little S. of the village of Drottningholm and the Kersö bridge. Near the landing-place is a restaurant to the right; to the left, towards the palace, a good café.

The **Palace of Drottningholm**, on the *Lofö*, derives its name ('Queen's Island') from the queen of John III., who founded it at the end of the 16th cent.; but the present edifice was built nearly a century later by *Nicodemus Tessin* and his son (p. 310) for Hedvig Eleonora, widow of Charles X. Gustavus. It was afterwards adorned with pictures, valuable tapestry, and other works of art by kings Adolphus Frederick, Gustavus III., and Oscar I. Apply to the 'Vaktmästare' (1 kr.; a party, 50 ö. each). — The garden, laid out in the old French style, contains many bronzes by *Adr. de Vries* and his pupils. It is adjoined by an extensive park, in which, ¼ hr. S.W. of the palace, rises the *China Slott*, a pagoda erected by Adolphus Frederick in 1770 for his queen Lovisa Ulrika (fee ½-1 kr.).

MARIEFRED and GRIPSHOLM. — STEAMER (Kom. 342; from the Munkbrohamn, W. of the railway bridge between the Riddarholm and the Kött-Jorg, Pl. D, 7) daily in 3-3½ hrs. (return-fare 2½ kr.; restaur. on board). Passengers by the ordinary steamers have to spend the night at Mariefred; but in summer there is an excursion-steamer, there and back in one day ('Lustresa') on Sun., Tues., Thurs., and Sat., allowing 2½ (Sun. 3½) hrs. at Mariefred for a visit to the castle of Gripsholm (1½-2 hrs.) and for lunch at the Stads-Hotel (see below). — The RAILWAY from Stockholm to Mariefred (see below) takes 2½-3½ hrs.

The voyage is rather monotonous. Beyond the island of *Lindholmen* we pass between the *Fogelö* and the mainland. On the right is the island of *Kungshatt*, where a rock crowned with an iron hat recalls the tradition that a Swedish king sprang here with his horse into the lake and escaped from his pursuers, leaving his hat behind him. The villas on the bank become fewer and at last cease. We enter a strait, 10-12 Kil. long, between the *Munsö* (right) and the mainland. On the latter is the château of *Sturehof*, and on the island the church of *Ekerö* with its pointed spire. The channel contracts to the narrow *Bockholmssund*. To the right is the island of *Kaggeholm*, with a château built by Marshal Kagg. In ¼ hr. more we enter the broad basin of the *Södra Björkfjärd*. To the S. is the bay of Södertelje (p. 301). To the N. is the *Björkö*, the ancient the *Birka*, with a granite cross erected in 1834 to St. Ansgar, who preached Christianity here in 829. Farther N. is the *Adelsö;* nearer lie the *Kurö* and *Ridö*. On the left lies the mainland with the church of *Enhörna*, with several islets in front. Beyond *Horn*, whence the château of Mälsåker (p. 346) is seen in the distance to the right, we enter the *Gripsholms-Vik*. Far away on the W. bank, not visible from the steamer, is *Räfsnäs*, where Gustavus Vasa heard of the death of his father Eric in the massacre of 1520 (p. 312). On the S. bank is the château of *Näsby*. Passing the large brick-works of *Kalkudden*, we steer to the right into the S.W. creek of the bay, and soon sight the red houses and the church-tower of Mariefred, with the castle of Gripsholm. The new château to the left is a private villa.

Mariefred (*Stads-Hotel*, with a good restaurant, halfway to the castle), a little town of 1200 inhab., owes its origin to the monastery of 'Pax Mariæ' founded at the end of the 15th cent. by *Sten Sture the Elder*. To the S., rising proudly from amidst dark foliage, near the station of the branch-railway (p. 302), and 6-8 min. from the pier, is the —

***Castle of Gripsholm**, with its four red towers mirrored in the Mälar. On this site at the end of the 14th cent. stood a castle of *Bo Jonsson*, surnamed *Grip* ('griffin', from his crest, a griffin), a powerful noble. The present castle was built by *Gustavus Vasa* (1537), who also suppressed the monastery of Mariefred. In 1563-67 Vasa's son *John*, condemned to death by the Estates for rebellion, was kept a prisoner here by his brother *Eric XIV.;* but having deposed Eric

in 1568, he confined him here in 1571-73. In 1572 the castle fell to the young Duke of Södermanland, afterwards *Charles IX.*, and after the death of Gustavus Adolphus his widow *Maria Eleonora* resided here until 1640. In 1715, *Hedvig Eleonora*, widow of Charles X. Gustavus (d. 1715), received the castle as part of her jointure. Lastly the genial *Gustavus III.* resided here, and in 1781 erected a theatre, in which some of his dramas were performed. The restoration of 1889-1900 has preserved the external features of Vasa's castle, while the interior illustrates the chief eras in its history, the 'Vasa', the 'Jointure', and the 'Gustavian' periods. A collection, founded in the 17th cent., of about 1900 portraits of kings and famous personages is distributed among the rooms.

From the Outer Court, which contains two huge bronze cannon (the 'Boar' and the 'Sow'), captured at Ivangorod in 1581, we pass through a gateway, where tickets of admission are issued (week-days 11-2, 50 ö.; Sun. 12.30 to 2.30, 25 ö., and 2.30 to 4, 10 ö.), into the picturesque Inner Court. To the left, below the bartizan (Karnap), is the staircase to the interior. The rooms are numbered. Catalogue in Swedish or English, 50 ö.

Lower Floor. From the *Vestibule* (No. 1) we enter the round *Council Room* (2), containing portraits of 35 privy councillors of the time of Charles IX. Then the *Apartments of Queen Hedvig Eleonora* (3-7), an addition of the 17th cent., with furniture, carpets, and portraits of the period. Returning to the vestibule, we enter the *Vasa Rooms* (8-14), almost entirely restored in the 16th cent. style, containing a few old tapestries, cabinets, etc. Genuinely old is *Duke Charles's Room* (10), a picturesque tower-chamber of the late 16th cent., with decorative painting and panelling (coats-of-arms and the initials, C. D., of Duke Charles of Södermanland). The next room (11), originally a *Guard Room*, with restored mural paintings and a fine wooden ceiling of 1604, contains a faithful portrait of Gustavus Vasa and a beautiful little alabaster relief of Frederick II. of Denmark. In Room 14 is the genealogical tree of Christian III. of Denmark, on linen.

Upper Floor. The *Royal Apartments* here are fitted up as at the end of the 18th cent., but restored. — Next the *Vestibule* (15) is the round *Saloon of Gustavus III.* (16), of 1769, with portraits of that king (by Roslin) and his royal contemporaries (fine view). Then the *Rooms of the Queen* (17-21) in the 'Gustavian' (or Louis XVI.) style, with gilt furniture. Among the portraits are those of Frederick the Great, his queen, his mother, and brothers, by A. Pesne. The *Bedroom* (20) is specially fine. — A passage (22) leads into the *Throne Room* (23), refitted in the Vasa style. Passing through the *Princess Rooms* (24-26), tastefully decorated in the 'Gustavian' style, containing early portraits of Marie Antoinette and her sisters, and through several *Anterooms* (27-29), we reach the *Apartments of the King*. The *Bedroom* (30), hung with tapestry and portraits of Gustavus Adolphus and his family, contains a state-bed, furniture of the 17th cent., and Boule furniture. The unpopular Gustavus IV. Adolphus, who was imprisoned in this room, signed his abdication on 29th March, 1809, on the table inlaid with ivory, tortoise-shell, and mother-of-pearl. The *Council Room* (32) has a wooden ceiling and contains a superb cabinet of the 17th cent., Venetian mirrors, an iron camp-stool that belonged to Gustavus Adolphus, portraits of Charles XI, Charles XII., etc. In the *Audience Room* (33), used as a dining-room by Queen Hedvig Eleonora, are portraits of all the Swedish sovereigns from Gustavus Vasa (d. 1560) to Oscar I. (d. 1859). The fine Renaissance ceiling of the *Attendants' Room* (34) is of 1543.

Third Floor. To the right are *Duke Frederick Adolphus's Apartments* (35), with portraits of gentlemen and ladies of the court of Gustavus III. in theatrical costumes, a state-bed, and other 'Gustavian' furniture. The *Foreign Gallery* (63) to the left has portraits of princes of the 16-18th cent. The door near the staircase opens on a vestibule leading to the *Theatre of*

Gustavus III. (37), unaltered since 1781. Adjacent is a room fitted up like one in the Great Theatre of Stockholm (p. 327; now demolished), where it was known as 'Gustavus III.'s Study'. The three *Guest Chambers* (38) are furnished in the 'Gustavian' style. Beyond them is a *Sentry Gallery* (39), off which open a cage-like room, wrongly named the *Prison of Eric XIV.* (40), the *Swedish Gallery* (41), with portraits of eminent Swedes of the 18th and early 19th cent., an *Armoury* (42), and other rooms (43, 44) in the 'Gustavian' style.

A picturesque but uncomfortable staircase descends past the *Lower Armoury* (45), a state-prison in the Vasa period, but now empty, to the lower floor, where we may next glance at the Crown Prince's Room (46), of Gustavus III.'s period, and the Governor's Room (47), before returning to the inner court of the castle.

A walk through the castle-park fitly ends our visit.

STRENGNÄS. — STEAMER, once or twice daily, in 3½-4 hrs. (2½ or 1½ kr.), from the Munkbrohamn (Pl. D, E, 7; Kom. 335, 336) or from the W. quay of the Riddarholm (Vesterås boats; Kom. 338). — RAILWAY (p. 302) also in about 4 hrs.

Beyond the Södra Björkfjärd (p. 344) opens the broad *Prestfjärd*, bounded on the W. by the *Selaö*, the largest island in Lake Mälar. On the Selaö are the large estate and château of *Mälsåker* and the church of *Ytter-Sela*. After passing through the narrow *Kolsund* between the Selaö and the mainland we see on the right the small *Tynnelsö*, with an old château. Beyond stat. *Stallarholmen* the *Tosterö* lies on the right, and on the left, picturesquely crowned with its cathedral, the little town of —

Strengnäs (*Stads-Hot.; Jernvägs-Hot.;* pop. 2550), rebuilt since a fire in 1871, which has been an episcopal see since the 12th cent. On a height to the S.E. rises the **Cathedral*, consecrated in 1291, originally Romanesque, but much altered after repeated fires, especially in 1551. As the walls were then lowered, the columns now look too thick for their height. The church contains the tombs of Sten Sture the Elder (d. 1504) and Charles IX. (d. 1609) and several antiquities. The old episcopal mansion of 1490, with picturesque gables and turrets, in which the election of Gustavus Vasa as king took place in 1523, is now the grammar-school. It still contains the episcopal library. The present *Bishop's House*, of 1650, lies to the S. of the cathedral.

The Vesterås steamer (see above) steers N.W. from Strengnäs, between the mainland and the Tosterö. On the right is the estate of *Ängsö;* on the left the old château of *Tidö*, once a seat of the great chancellor Oxenstjerna. At the N. end of the *Vesteråsfjärd* we reach *Vesterås* (p. 359; in 2 hrs. from Strengnäs).

52. From Stockholm to Upsala.

66 Kil. RAILWAY in 1-2¾ hrs. (4, 2.70, 1.90 kr.), from the Central Station (p. 304).

The train skirts the Klaravik. To the right are the Atlas carriage-works; then the porcelain-factory of *Rörstrand*, founded in 1726 (wares curious in form and bright in colouring). The first

halt of the slow trains is at **Karlberg**, on the N. bank of the *Karlsbergssjö* (the bay adjoining the Klaravik), with a large *Château* of the early 17th cent., used as a military school since 1792. The train skirts the park of the château. The line to Värtan (p. 341) soon diverges to the right, and at (3 Kil.) *Tomteboda* the line to Vesterås to the left (R. 54). To the right are the Solnakyrka and the new cemetery (p. 340). — 7 Kil. *Jerfva*, 20 min. from the château of Ulriksdal (p. 341). Farther on we see *Edsberg* on the right, at the N. end of the *Edsvik*, and *Sollentúnaholm* on the *Norrvik* (with the church of Sollentuna to the left). 19 Kil. *Rotebro*.

32 Kil. **Rosersberg** is the station for *Rosersbergs Slott*, with its beautiful park and wooded environs, 2 Kil. W., on a bay of Lake Mälar. The château, now a school of gunnery for officers, contains pictures, sculptures, and a library, with a catalogue written by Charles XIII.

37 Kil. *Märsta*, whence a road leads E. to *Sigtuna* (8 Kil.; to the left after 3 Kil., and at last across the *Garnsvik;* Sigtuna, see p. 348). 49 Kil. *Knifsta;* 59 Kil. *Bergsbrunna*, where we obtain a view of the plain of Upsala *(Upsala-Slätten)*, the cradle of Swedish culture, with the churches of *Danmark* and *Vaksala* to the right.

The train crosses the *Säfjaå*, an affluent of the *Fyrisâ*. The long white building to the left is a Lunatic Asylum. To the left soon appear the houses of (66 Kil.) *Upsala* (p. 349).

Steamer to Upsala (Kom. 331; over 90 Kil., in 6 hrs.; 1½ kr.; restaur. on board), in summer only, pleasant if time permit, every forenoon from the W. side of the Riddarholm (Pl. D, 7). — Another boat (Kom. 330) plies every week-day from the Munkbrohamn (Pl. D, 7) to *Sigtuna* (3 hrs.; 1¼ kr.) and *Örsundsbro*. In summer excursion-steamers also run once or twice a week to *Sigtuna* (1 kr.) and *Skokloster* (1¼ kr.).

For the first part of the voyage, see p. 350. We steer to the right into an arm of the Mälar separating the *Kersö* from the mainland. By the *Nockeby Bridge* we see the palace of Drottningholm on the left (p. 343). This arm of the lake resembles a river, the left bank of which is the *Lofö*. On the right, opposite the N. end of the Lofö, is the estate of *Hesselby*. Steering through a group of islands we next enter a broader expanse. On the left is the *Svartsö*, with a dilapidated château, once a monastery. On the right lies the estate of *Riddersvik* on the mainland (branch rail. to Stockholm, p. 358). To the left opens the *Näsfjärd*. We now steer N. into a part of the lake called *Görväln;* right and left are the estates of *Görväln* and *Lennartsnäs*.

About 2 hrs. from Stockholm, at *Almäre-Stäk*, we reach the narrow strait of *Stäket*, which is crossed by the high-road and the Vesterås railway. The ancient castle of Almare-Stäk, a seat of the archbishops of Upsala, was destroyed by Sten Sture the Younger in 1517.

We pass the island of *Munkholm* on the left; beyond it opens the bay of *Skarfven*. On the right, the estate of *Runsa;* then the bay of *Rosersberg* (p. 347), where only the Sigtuna steamer calls. The château is not visible from the Upsala boat.

In a bay to the right lies the beautiful estate of *Steninge*, once the seat of Marshal von Fersen, who was murdered in 1810 (p. 313), with a monument to his memory. We enter the *Sigtuna-Fjärd*. To the right, W., at the entrance to the *Garnsvik*, a creek running far inland to the N., lies —

Sigtuna *(Sigtuna Hot.)*, prettily situated, once one of the largest and finest towns in Sweden, but now with 600 inhab. only. It was founded early in the 11th cent. by King Olaf Eriksson, and destroyed by the Esthonians in 1187. The ruined churches of *SS. Peter*, *Lawrence*, *Olaf*, and *Nicholas* bear witness to its ancient importance. To rail. stat. Märsta, see p. 347.

We steer N.W. through the narrow arm of the lake, which expands at places. On the left is *Signildsberg*, the site of a still more ancient town *(För-Sigtuna* or *Forn-Sigtuna)*, the scene of the saga of Hagbart and Signe. On the same bank lies *Håtunaholm*, with the church of *Håtuna*, where Dukes Eric and Waldemar captured their brother Birger Jarl in 1306 and compelled him to grant them extensive privileges. In 1318 Birger cruelly revenged himself by inviting them to Nyköping, and there causing them to be thrown into prison and starved to death.

Beyond the *Erikssund* the lake expands into the *Skofjärd*, where on the left rises the **Skokloster** (properly *Skogkloster*, 'forest monastery'), a château enclosing a court in the interior, with four corner-towers roofed with copper. It occupies the site of a Dominican, afterwards Cistercian, monastery, suppressed by Gustavus Vasa. It was presented by Gustavus Adolphus to Marshal Herm. Wrangel, whose son, Charles Gust. Wrangel, erected the château in the style of that of Aschaffenburg in Germany, and filled it with treasures captured in the Thirty Years' War. After his death it fell to the *Brahe* family, to which it still belongs.

The Interior, partly unfinished, is open daily (25 ö., Sun. 50 ö.). The handsome Vestibule is borne by eight columns of white marble, presented by Queen Christina. The Kungssal has a rich stucco-ceiling. The staircases and vestibules are embellished with portraits, pictures by *Ehrenstrahl* and others, and valuable tapestry. Among the portraits is one of Gustavus Adolphus, with Heidelberg in the background, painted six weeks before his death. — The Library has 30,000 vols. and many MSS. — The Armoury contains 1200 guns, also swords, daggers, and bows, the sword of Ziska, the famous Hussite leader, the sword used by the executioner at the 'Blood Bath of Linköping' (p. 308), and the shield of Emp. Charles V., attributed to *Benvenuto Cellini*, and captured at Prague in 1648.

The park of the château contains a monument to Count Magnus Brahe (d. 1844), a friend of King Charles XIV. John. The Gothic *Skokyrka*, formerly the abbey-church, restored in the 17th cent. by Marshal Herm. Wrangel, contains the tomb of the Marshal and

1 *Anatomicum*	D.4.	Nationshusen:		22 *Post Telegraf & Riksbank*	D.
2 *Carolina Rediviva*	B.4.	12 *Gestrike Helsinge*	C.4.	23 *Regnellæanum*	C.
3 *Geologisk Institution*	C.3.	12a *Göteborgs*	C.4.	24 *Seminarium*	C.
4 *Dombron*	C.3.	13 *Östgöta*	C.4.	25 *St. Eriksklla.*	C.
5 *Erkebiskopshuset*	B.4.	14 *Smålands*	B.3.	26 *Skytteanum*	C.
6 *Gillet*	C.3.	15 *Stockholms*	C.4.	27 *Slottskällan*	C.
7 *Gustavianum*	B.3.	16 *Uplands*	B.3.	28 *Stadshotellet*	C.
8 *Islandsbron*	D.4.	17 *Vestgöta*	C.4.	29	
9 *H.St. Erik*	D.4.	18 *Vestm.o Dala*	B.3.	30 *Trefald. kyrka*	B.C.
10 *Hot. Svea*	D.4.	19 *Norrlands*	C.4.	31 *Nya Universitetshuset*	B.
11 *Museum för nord. Fornsaker*	C.3.	19a *Södermanland Nerike*	B.3.	32 *Physiologicum*	C.
		20 *Kalmar*	B.4.		

a pulpit brought from Oliva, near Dantsic, in the Thirty Years' War. [We may row from Skokloster in 1 hr. to *Alsike*, and walk or drive thence to (7 Kil.) rail. stat. Knifsta (p. 347).]

Beyond Skokloster we steer through the *Stafsund* into the *Ekoln*. On the right are *Alsike-Kyrka* and the estate of *Krusenberg*. Then, left, the churches of *Åker*, *Dalby*, and *Näs*. At the N.E. end of the Ekoln, at the mouth of the small *Fyriså*, are *Kungshamn*, where the kings of Upsala once had a fleet, and *Flottsund*. We ascend the Fyriså to Upsala in 50 min. more. On the left, nearly halfway, is the agricultural school of *Ultuna*. Of Upsala we see nothing till close to the town.

Upsala.

Railway Station on the E. side of the town (Pl. D, E, 3, 4). Steamboats stop opposite Flustret (Pl., D, 4, 5).

Hotels. *Stads-Hot. (Pl. 28; C, 4), Drottning-Gatan 9, corner of Trädgård-Gatan, R. from 2½, déj. 2-2½, D. 2½-3 kr., with good café-rest. — H. Svea (Pl. 10; D, 4), Kungs-Gatan, corner of Banegårds-Gatan; H. St. Erik (Pl. 9; D, 4), Banegårds-Gatan, rooms only, very fair.

Restaurants. *Flustret* ('hole of a beehive'; Pl. D, 4), in the grounds by the Fyriså, a favourite students' resort, with music in the evening; *Gillet* (Pl. 6; C, 3, 4), Vestra Ågatan, closed in summer.

Booksellers. *Akademiska Bokhandel*, Dombro; *Lundequistska Bokhandel* (also photos., etc.), Drottning-Gatan and Östra Ågatan.

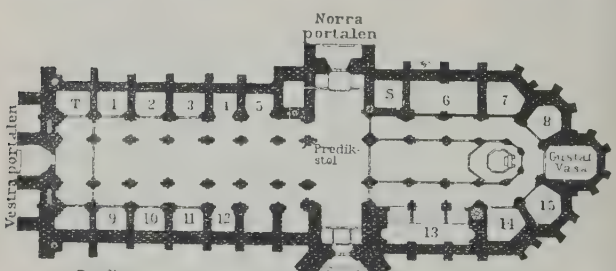
Cabs (*Åkare*). Drive 75 ö.; per hr. 1 pers. 1¼, 2 pers. 1½ kr.; with two horses 1¼ kr. per drive: 2 kr. per hr. (1-4 pers.). To Gamla Upsala (p. 353) and back, 1-2 pers. 3, 3-4 pers. 5 kr.

Post, Telegraph, and Riksbank (Pl. 22; D, 4), corner of Banegårds and Kungsängs Gatan.

Upsála, a famous university-town, and seat of the archbishop of Sweden and the Landshöfding of the province, with 24,500 inhab., lies in a fertile plain on both banks of the *Fyriså*, which is crossed by eight bridges. The modern part of the town lies on the flat E. bank, while the older quarters are on the sloping W. bank. Upsala, formerly called *Östra-Aros* (p. 359), formed the harbour of the kings of Sweden when they resided at Gamla Upsala. In 1276 the archiepiscopal residence (p. xliv) was transferred from Gamla Upsala to the present town, while the kings migrated to Stockholm. Like Trondhjem in Norway, Upsala is the historical centre of Sweden, and was also once the stronghold of paganism (comp. p. 353). The University, the focus of the modern life of Upsala, was founded by *Archb. Jacob Ulfsson* in 1477, refounded by the Reformation Assembly in 1593, and acquired greater importance when liberally endowed by Gustavus Adolphus with his family estates.

The ***Cathedral** (Pl. C, 3), on the slope of the right bank of the Fyriså, in the N. part of the town, erected in 1250-1435, consists of a nave, aisles flanked with chapels, a slightly projecting transept, a choir, and an ambulatory bordered with chapels. In plan and execution it resembles the French cathedrals, but the use of

brick necessitated greater simplicity of style. The first architect was *Etienne de Bonneuil*, 'tailleur de pierre', an assistant-builder of Notre Dame at Paris, who was doubtless engaged through the influence of Swedish students at the university of Paris. The contract was concluded at Paris on 8th Sept., 1287. The building advanced slowly. In 1310 an altar was consecrated in the E. part of the church, and the whole cathedral in 1435. A new vaulting was added five years later. The building is 130 yds. long in all, and in the interior 49 yds. wide. The last of several fires by which it was damaged took place in 1702, when it was restored in the style of that period. Its restoration in the original Gothic style, for which the state, the town, and private individuals contributed



about 1 million kr., was completed by *E. V. Langlet* in 1883-93 from the designs of *F. Zettervall*. The towers are 390 ft. high; the slender copper-sheathed spires and the flèche are entirely new. The S. portal is the finest; it was originally built about 1300, and is adorned with elaborate sculptures restored by *Th. Lundberg*.

The Interior is shown by the 'Klöckare' (who lives at the 'Domtrapphus' No. 1, E. of the choir; 1-3 pers. 1 kr., 4-6 pers. 2 kr.). The nave, 148 ft. high, rests on 14 pillars, and the choir on 12 more. The paintings on the wall and vaulting of the nave (decorative), transept (Old Testament scenes), and choir (New Testament, etc.) are all by *A. Lindegren*. The stained-glass windows were executed at Gotenburg, by *R. Callmander*, from *Lindegren's* designs. The ornate pulpit, designed by *Nic. Tessin* (p. 310), is a masterpiece of the baroque style. The large organ and triple Gothic altar are modern, from designs by *Zettervall*. The silver candelabrum (1648) in the choir weighs 49½ lbs. Behind the altar, guarded by an iron railing, is the silver reliquary of *King Eric IX.*, the patron-saint of Sweden, who was slain here in 1160 by the Danes. The so-called crown of King Eric, hanging above, is of silver-gilt and weighs 18 lbs. A simple epitaph recalls *Archbp. Ulfsson* (p. 358), founder of the university.

The Chapels of the AMBULATORY, as well as of the aisles, have been fitted up as burial-chapels since the Reformation. The capitals of the columns are interesting. At the back of the choir is the 'BURIAL CHAPEL OF GUSTAVUS VASA ('Gustavianska Koret'; d. 1560), containing the king's recumbent figure, between those of *Catherine of Lauenburg* and *Margaretha Lejonhufvud*, his first two wives, and also the separate tomb of his third wife, *Karin Stenbock*. On the walls are two large and five small frescoes by *Sandberg* (1837), depicting scenes from Vasa's life, and his last address to the Estates in 1560 — The CHAPEL OF KATARINA JAGELLONICA, on the N. side of the ambulatory, contains the monument of that queen, wife of John III., erected by her son Sigismund in 1583, and also the marble *Monument of John III.* (d. 1592), of the 16th cent., executed at Dantsic only in 1782, but left there till 1818. — The other chapels around the choir belong to the illustrious families of *Sture* and *Brahe-Finsta* on the N., and those of *Horn*, *De Geer* (with mural paintings of 16th cent.), and *Oxenstjerna* on the S. Also the tomb of *Magnus Stenbock* (p. 273).

The chapels in the NAVE, beginning at the transept, belong: on the N., to the families of *Gyllenborg*, *Masenbach*, *Warnstedt*, *Carl Bonde* (tomb of Linnæus, by Sergel), and *Dohna;* on the S., *Gustav Bonde*, *Skytte* (tomb of Johan Skytte, chancellor of the university under Gustavus Adolphus), *Bjelke*, and *Stenbock* (with the tombs of Archbp. C. F. Mennander, d. 1786, by Angelini of Rome, and Archbp. Svebilius).

The SACRISTY, off the N. transept, contains precious relics: chalice and paten of 1511 (German); crowns, sceptre, and orb of John III. and Catherine Jagellonica; crowns of Gustavus Vasa and his queens; chalices, altar-crosses, and candelabra of the 17th-18th cent.; archiepiscopal crozier of 1164.

To the N. of the cathedral is the *Eriks Källa* (Pl. 25; St. Eric's Spring), which is said to have sprung from the royal martyr's blood.

Opposite the W. façade of the cathedral stands the *Gustavianum* (Pl. 7; B, 3), the oldest of the university buildings, founded by Gustavus Adolphus, and containing the Zoological Institute. The gardens extending from the Gustavianum to the hill crowned by the new University are adorned with a statue, by Börjeson, of *Erik Gustaf Geijer* (p. lviii), historian and poet. On the pedestal is a Swedish maiden with a lyre.

The new **University Building** (Pl. 31; B, 3, 4) was erected in 1877-86 by *H. T. Holmgren*, in the Renaissance style, of red brick and grey sandstone, enriched with polished granite. On the central block are allegorical statues of the four faculties and the initials of the royal Swedish benefactors of the University.

INTERIOR (Vaktmästare ½-1 kr.). In the entrance-hall are marble busts of Charles X. and Gustavus Adolphus. Handsome staircase with pillars and balustrades of greenish marble. In the upper passage are casts from the antique and *Byström's* Juno with the infant Hercules. The chancellor's room contains a superb cabinet presented to Gustavus Adolphus by the city of Augsburg in 1632. Other rooms contain portraits of statesmen and professors. The Aula is finely decorated in blue and gold. — On the ground-floor is the 'Stora Consistoriet', or senate-hall, with portraits of the Swedish kings since Gustavus Vasa.

The university has now 55 professors, over 60 lecturers, and about 700 students, who are divided into thirteen 'nations', most of which have their own houses (comp. Pl.), with elected presidents, curators, and professors as inspectors. The members are seniores, juniores, or recentiores. One of the chief 'national' recreations is quartet-singing. Duelling was abolished in 1682.

To the S. of the cathedral is the *Trefaldighets-Kyrka* (Pl. 30; B, C, 4), or *Bondkyrka* (peasants' church); also the promenade of *Odin's Lund* (Pl. B, C, 4), with an obelisk in honour of Gustavus Adolphus. Beyond it is the —

Library (Pl. 2; B, 4), containing over 330,000 printed volumes and 13,700 MSS. The building, erected in 1819-41 on the site of the Academia Carolina founded by Charles IX., and therefore known as *Carolina Rediviva*, was entirely restored in 1888-92.

The Visnings-Sal, or exhibition-room, on the ground-floor is open daily, 10-2 (apply to the Vaktmästare, 1/2-1 kr.). The chief treasure is the famous **Codex Argenteus*, a translation of the four Gospels into Mœso-Gothic by *Bishop Ulphilas* (second half of 4th cent.), written on 187 leaves of parchment in gold and silver letters on a red ground. This precious MS., captured at Prague in 1648, was presented by Queen Christina to Vossius, her librarian, and was bought from him for 400 crowns by De la Gardie, chancellor of the university. It is to this work of Ulphilas that we are almost solely indebted for our knowledge of ancient Gothic, which stands somewhat in the same relation to the Germanic languages as Sanskrit to the whole Aryan family. Other interesting exhibits are the *Decretum Consilii Upsaliensis* of 1593 (p. 358), with numerous signatures; German letters of Gustavus Adolphus; letter from Marie Antoinette to Gustavus III.; letters of Luther, Linné, Mozart, Goethe, and Schiller; early Swedish printed books (earliest, 1483); plan of Paris of 1739.

In the basement is a *Collection of Coins.*

In the *Carolina Park* (Pl. B, 4) is a monument to Charles XIV. John, by Fogelberg. To the S.W. are the *Chemical Laboratory* (Pl. B, 4) and the *Physical* and *Medico-Chemical Institutes*, installed in the older Chemicum.

On a hill to the S. of the town rises the large but only half-finished **Slott** (Pl. C, 4), founded by Gustavus Vasa in 1548, now the residence of the Landshöfding, and partly an arsenal. It was here that Eric XIV. caused the ill-fated Count Sture to be murdered, and that Queen Christina abdicated. *View from the E. side of the castle over the town and the plain beyond, with Gamla Upsala to the N. Behind the castle, to the W., is a bust of Vasa by Fogelberg, on a pedestal surrounded with cannon.

Paths descend the E. slopes of the castle-hill to the grounds on the Fyriså (*Rest. Flustret*; Pl. C, D, 4, 5; p. 349). To the right is the large *Sjukhus* (hospital).

Among the other university institutions are the *Observatory* (Pl. A, 3); the *Regnelleanum* (Pathological Institute; Pl. 23; C, 4); the *Anatomy Building* (Pl. 1; D, 4); the *Museum of Northern Antiquities* (Nordiska Fornsaker), Svartbäcks-Gata 27, in the orangery of the old Botanic Garden directed by Linné (Pl. 11; C, 3); and the new *Botanic Garden* (Pl. A, B, 5), W. of the castle-hill, with palm-houses and orangery, and a lecture-room containing a marble statue of Linné by Byström. At the corner of the Stora Torg and the Kungsängs-Gata a tablet marks the house in which the famous chemist K. W. Scheele (p. 319) made his great discoveries when an apothecary's assistant in 1770-75.

The *Cemetery* (Pl. A, B, 4) contains monuments of eminent men and of students of the various 'nations'.

An interesting spot near Upsala is **Gamla Upsala**, 4 Kil. N.E., the first station on the Gefle railway (p. 363). On foot or by carriage (see p. 349) we follow the road parallel with the railway, first on the left (W.), then on the right side of the line. The low range of hills on which Upsala and Gamla Upsala lie belongs to the 'Åsar', narrow ridges of sand, gravel, and moraine débris, upheaved by sub-glacial brooks, and extending for many miles through Central and S. Sweden in the direction of the primæval glaciers. Gamla Upsala was the seat of the early pagan kings of Sweden. The site of its famous temple (p. xliii) is said to be marked by the present rude village-church. Adjacent are the three *Kungshögar*, or Tumuli of the Kings, about 58 ft. high and 197 ft. in diameter, opened and examined in 1846-47, in 1874, and 1876 respectively. Each contains an urn with calcined bones, embedded in layers of loose stones. Other smaller objects were removed to the National Museum at Stockholm (ground-floor, Room III). Fine view across the fertile plain towards Upsala, with its conspicuous castle and cathedral. To the E. of the road is the *Tingshög* ('assize hill'), from which the kings down to Gustavus Vasa used to address their subjects. In the farm near it travellers are offered mead (mjöd) in a silver-mounted horn (1/2 bottle 40 ö.).

Another excursion may be taken to **Hammarby** (11 Kil. S.E.; carr. 5, and pair 8 kr., there and back), with the country-house of *Linnaeus*, where he died in 1778, containing a few memorials. — In a small house near Hammarby, built in 1760, are shown the historic 'Mora Stones' (*Morastenar*). It was here that each newly elected king presented himself to the people and swore to observe the law of the land, whereupon the *Lagmän* or judges swore fealty to him in the name of the people, adding, 'And if he is a good king, may God grant him a long life!' After the ceremony the name of the new king was inscribed on one of the stones. Ten of the stones still exist.

From Upsala to Norrtelje (81 Kil., narrow-gauge railway in 4 hrs.): 21 Kil. *Lenna;* 41 Kil. *Knutby;* 60 Kil. *Rimbo*, where we cross the Häfverösund line mentioned below; 81 Kil. **Norrtelje** (*Nya Stads-Hot.*), with 3820 inhab., on the *Norrteljevik*, a bay of the Baltic, with mud and sea-baths. Steamer 5 times a week to Stockholm by Furusund (p. 343).

From Stockholm (Östra Station) to Häfverösund, 95 Kil., narrow-gauge line in 3½-4¼ hrs.: 5 Kil. *Stocksund* (p. 341); 8 Kil. *Danderyd;* 11 Kil. *Väsby* (branch to *Österskär*, 18 Kil.); 23 Kil. *Vallentuna;* 29 Kil. *Lindenholmen;* 66 Kil. *Rimbo* (see above). Then by *Sättraby*, *Edsbro*, etc. to *Häfverösund* on the Baltic.

53. The Island of Gotland.

Steamboat (Kom. 257) from Stockholm to Wisby once or twice daily in 12-14 hrs.; fare 6 kr. for a 'hytt' or cabin, 5 kr. in the 'aktersalong' (without berth). Tickets for the boats starting from the Riddarholm are obtained at C. O. Strindberg & Co., Riddarholm; for the well-equipped boats starting from the Norra Blasieholmshamn, S.E. of the Museum, apply to W. Larka, Skeppsbro 10 (Pl. F, 7). Tickets should be taken in advance so as to secure a good berth. The steamers start in the evening. Those from the Riddarholm go by Lake Mälar and the Södertelje Canal (p. 301); those from the Norra Blasieholmshamn steer down the Saltsjö past Vaxholm (comp. p. 343), then S. through the Skärgård and past Dalarö (p. 342). The last part of the voyage, across the open Baltic, is sometimes rough, and the steamers arrive late. — Quicker route by evening express from Stockholm to *Nynäshamn* (p. 342), and by steamer to Wisby in 7 hrs. (week-days; Kom. 257).

A visit to Wisby takes one day. Travellers bound for the S. need not sleep there if they arrive on the morning of the day when the Kalmar steamer starts in the evening (3 times a week, hitherto Sun., Tues., and Fri.). From Wisby to Kalmar (p. 269) 10-11 hrs.; the last 2 hrs. (beyond

Borgholm) beautiful. — From Stockholm (Skeppsbron) to Wisby by the Stettin boat (Kom. 209) less suitable.

The *Island of Gotland*, the largest in the Baltic, 117 Kil. long, 45 Kil. broad, lies about 90 Kil. from the mainland of Sweden and 60 Kil. from the island of Öland. Like Öland it runs N.N.E. to S.S.W. It consists of a single plateau of Silurian limestone rising to 70-100 ft., and ending abruptly on the sea-board in cliffs, here known as *Klint*. From this plateau rise a few isolated hills, as the *Jakobsberg* (256 ft.), the *Thorsburg* (223 ft.), and the *Hoburg* (122ft.). The islands *Stora* and *Lilla Karlsö*, S.W. of Klintehamn, are 197 ft. and 210 ft. high respectively. Everywhere occur large boulders of gneiss, granite, and porphyry *(gråstenar, vräkstenar, rullstenar)*, deposited in the glacial period. In the interior are seen several old coast-lines and beds of marine deposits, pointing to a once higher level of the Baltic.

The island has no rivers or valleys, but there are numerous small lakes *(träsk)* and swamps *(myrar)*, gradually forming turf or being drained and brought under cultivation (the 'goldmines of Gotland'). The largest of these tracts is the *Lummelunds-Myr*. The few brooks, of which the *Gothemså* is the largest, percolate through the thirsty limestone soil and dry up in summer. Here and there a spring wells forth from one of the 'landborgar' in sufficient volume to turn a mill-wheel. The limestone rocks contain numerous grottoes. The climate is mild, trees flourish, and the old walls of Wisby are luxuriantly clothed with ivy.

The population (over 53,000) is chiefly engaged in farming and cattle-breeding. The ponies ('skogs-russar') and sheep of Gotland are highly prized. Quarrying and lime-burning are among the other resources. 'Swedish lime' from Gotland is exported to N. Germany.

The History of Gotland, particularly that of Wisby, its capital, the ancient 'place of sacrifice' (from *vi*, 'offering'), situated at the foot of the Klint, is closely connected with the great ancient trade-route between Asia, Novgorod in Russia, and the Baltic, which centred in this island. Until the beginning of the 12th cent. the trade of Gotland was entirely in the hands of the Goths, who founded a trading-factory in Novgorod; but the growing importance of the traffic attracted the Germans, who soon became so numerous that more than half the council and one of the two chief magistrates were Germans. In 1280 Wisby and Lübeck formed an alliance, joined two years later by Riga, for protection against pirates. The maritime *Code of Wisby*, a compilation from Netherlandish and Hanseatic sources, written in low German, is called the 'Waterrecht, dat de Kooplüde und de Schippers gemaket hebben to Wisby'.

The wealth of the town in its palmy days was proverbial: —

'Guld väga de Gutar på lispundsvåg
Och spela med ädlaste stenar.
Svinen äta ur silfverträg
Och hustrurna spinna på guld-tenar'. *(Old Ballad).*

1. *Apotheket*	C.3.	9. *Hypotek Bank*	C.3.	17. *St. Lars*	C.3.
2. *Biskopshuset*	C.D.2.	10. *Postkontor*	C.3.	*St. Maria*	D.2.
3. *Elementar Läroverket*	C.3.	11. *St. Clemens*	C.2.	18. *St. Nicolaus*	D.2.
4. *d:red nat. hist. samlingar*	C.3.	12. *St. Drotten*	C.2.	19. *St. Olof*	C.2.
5. *Förådshuset*	C.5.	13. *St. Gertrud*	D.2.	20. *St. Per*	C.4.
6. *Frimurare Logen*	B.2.	14. *St. Hans*	C.4.	21. *Landshöfdingeresidenset*	B.4.
7. *Gotlands Fansal*	C.3.	15. *Helge Andskyrkan*	D.2.	22. *Rådhuset med Telegrafstat.*	C.3.
8. *Hospital*	D.2.	16. *St. Katarina*	C.3.	23. *Tullhuset*	B.4.

Geograph. Anstalt von Wagner & Debes, Leipzig

(The Gotlanders weigh gold with twenty-pound weights and play with the choicest gems. The pigs eat out of silver troughs, and the women spin with golden distaffs.)

But Wisby was soon eclipsed by Lübeck; so far back as 1293 the *Hanseatic League* decreed that appeals from the factory at Novgorod should no longer be heard at Wisby, but only at Lübeck. Wisby thus lost its mastery of the Baltic trade. It was attacked by Valdemar III. of Denmark in 1361, and a bloody victory over the peasants, of whom 1800 fell outside the gates of the town (31st July), left him master of the island. The burghers, who had thought themselves safe behind their walls, offered no farther resistance and had to pay a heavy tribute. In following centuries Gotland was involved in the wars between Sweden and Denmark, and seems to have been a refuge for adventurers and marauders, but was at last reunited to its mother-country by the *Peace of Brömsebro* in 1645.

Wisby. — HOTELS. *STADS-HOT., in the S. part of the Strand-Gata, nearly opposite the Landshöfding's house (Pl. B, 4), some rooms looking to the harbour, tariff rather high, Engl. spoken; good café-rest. adjacent; HOT. WISBY BORS, same street, a little N., in an old gabled house, with restaur. — *Restaurant* in the Burmeisterska Hus (p. 356), with garden; also at the *Paviljong* in the Botanic Garden (p. 356) and in the *Badhus-Park* (baths), S. of the harbour.

POST OFFICE in the Donnersplan (Pl. B, C, 3), open 8-3 & 5-7; Sun. 8-11 & 6-7. — TELEGRAPH OFFICE in the Rådhus (p. 356), open 7 a.m. to 9 p.m.

CARRIAGES at the hotels: to Snäckgärdet 2½-3½ kr., to Fridhem-Hogklint (p. 358), 6-10 kr.

TOURISTS' OFFICE in the Burmeisterska Hus (p. 356); week-days 10-5; information gratis.

The RUINED CHURCHES of *St Nicholas*, *Helge-And*, *St. Lars*, and *St. Katharina* are open daily 10-3 (each 5 ö.), at other times apply to Vaktmästare Sandahl, Odal-Gatan 16, opposite St. Nicholas. — The collection of antiquities in *Gotland's Fornsal* (p. 356) is open on week-days 12-2, adm. 50 ö.; Sun. 1-3, adm. 25 ö.; observe the fragments of vikings' boats found in the harbour.

Wisby or *Visby*, a town with 9220 inhab., the residence of a landeshöfding and a bishop, is picturesquely situated at the base and on the slope of the *Klint*, a cliff 132 ft. high. It now covers less than half the area it occupied in the days of its mediæval prosperity, when it had about 20,000 inhab. and 16 churches, some of which have vanished or exist only in ruins. The disused space is covered with gardens, in which rise the imposing and well-preserved ruined churches, and the town is still enclosed by its ancient walls and towers. There are four *rotar* or quarters of the town, indicated on the Plan by different shading: *St. Hans-Rotan*, the oldest, contained most of the churches; *Strand-Rotan* skirts the old harbour (Gamla Hamn), now filled up and laid out in grounds, adjoined by the breakwater of the outer harbour (1873; fine view of the town); *Norder-Rotan*, the N. quarter, has the churches of SS. Clement and Nicholas; and *Klinte-Rotan* forms an upper quarter, between the lower parts and the Eastern wall.

The *TOWN WALLS, built at the close of the 13th cent. of limestone from the heights around, on the site of still earlier

walls, present a most imposing appearance. From the *Jungfrutorn* ('maiden's tower'; Pl. C, 1), where, according to tradition, a maiden who betrayed the town to Valdemar was built into the wall as a punishment, and the *Silfverhätta* (Pl. C, D, 1), both on the coast, at the N. end of the town, the walls ascend the Klint S.E., cross the hill to the S. gate (Pl. C, 5), and descend W., past the relics of the old castle of *Wisborg* and the new prison (Pl. A, 4), to the harbour. On the land-side the walls are about 2420 yds. long, and on the side next the sea about 1980 yds. From the walls, at equal distances, and in several stories, rise large *Towers (Högtornen)* 60-70 ft. in height, with embrasures, and resting on the ground, while between them a series of bartizans *(Hängtornen* or *Sadeltornen)* stand on the wall itself, supported by corbels outside. Under the roof with which the wall is covered ran a wooden passage for the sentinels, the holes for the beams of which are still seen. Of the 48 'high towers' 38 are still preserved, but the bartizans have mostly disappeared. Outside the walls the old moat is still traceable, and on the N. side there are three parallel moats.

From the pier we ascend to the *Strand-Gata* (Pl. B, 4, 3), the chief street of Wisby, which we follow. At the N. corner of the Donners-Plan stands the *Burmeisterska Hus*, completely covered with ivy, built by a Lübeck merchant of that name in 1661, with a room on the upper floor recently restored (p. 355). Beyond *Gotland's Fornsal* (Pl. 7; C, 3; p. 355) we ascend to the right, and by the *Rådhus* (Pl. 22; telegraph) to the left, to the Stora-Torg, or chief market-place, on the S. side of which are the ruins of —

St. Catharine's (*St. Karin;* Pl. 16), once the church of the Franciscans, begun soon after 1230. This elegant Gothic edifice, of which twelve slender pillars and some of the ribs of the vaulting still exist, has a pentagonal apse. — A little to the N.W., in the Hans-Gata, are the 'sister churches' of *St. Drotten* (Pl. 12) and *St. Lars* (Pl. 17), of the 12th cent., with huge towers once probably used for defensive purposes.

The street between these two ruins ascends to the —

Cathedral of St. Mary (Pl. D, 2), the only church still used for service, built by the Germans on the site of an earlier church and consecrated in 1225. It was altered later, but was thoroughly restored in 1890-1901. A massive square tower rises at the W. end (whence there is a fine view, but the ascent is rough), and two slender octagonal towers adorn the choir. The interior consists of nave and aisles, with an addition on the S. side. The variety of the pillars points to the repeated extensions of the church. The pulpit was made in Lübeck (in 1684); the epitaphs are mostly in German. The sacristan ($1/2$ kr.) lives to the N.E. of the choir (up the wooden stairs).

The Norra Kyrko-Gata leads hence to the N. town-gate, passing nearly halfway the curious *Helgeands-Kyrka* (Pl. 15), or

Church of the Holy Ghost, built in the Romanesque style, about 1250, in two stories, with one choir in common. In the lower church are four massive square piers; the round pillars of the upper are late-Romanesque. — The side-street opposite the entrance leads past the remains of *St. Gertrude's* (Pl. 13) to —

**St. Nicholas* (Pl. 18; D, 2), the most important of the ruined churches of Wisby, once attached to a Dominican monastery, and probably dating from the early 13th cent., but destroyed in 1525 in the war between Lübeck and the Danes. In the W. façade, which lacks a portal, are two rose-windows. Each window, says tradition, once had a brilliant carbuncle in the centre, but these gems were carried off by Valdemar. The main entrance is in the N. aisle. The interior, which consists of nave and aisles, without a transept, is borne by ten massive square pillars; most of the windows are round-arched. A rough staircase ascends from the N. aisle to the roof (fine view).

The Romanesque church of *St. Clement* (Pl. 11), with a fine S. portal, may also be mentioned. In the N. part of the Strandgata (Pl. C, 2, 3) is a house of the 13th cent., but altered later. Note also the old *Apotheke* (Pl. 1; C, 3) near the Donnersplan. The N.W. angle of the town is occupied by the *Botanic Garden* (Pl. C, 2, 1) of the 'D. B. V. Society' (see below), with the 'Paviljong' restaurant (p. 355). On the W. the garden is bounded by the town-wall, with the Jungfrutorn (p. 356).

A most interesting *Walk (1½ hr.) may be taken through the *Norra Stadsport* (Pl. D, 2), then by the second turning on the left, above the ruined church of *St. Göran* (Pl. D, 1; 13th cent.), to the (8 min.) *Galgberg*, or gallows-hill, with its three stone pillars, 20 ft. high, where we have a splendid view of the sea and the town-walls. A path descends thence, past the *Röfvarekula* (robbers' cave) and the *Tröjeborg*, a very ancient labyrinth of stones, to the high-road which leads back to the town by the coast. — To the N. (3 Kil.) is the favourite pleasure-resort of *Snäckgärdet*, where the D. B. V. Society ('de badande vännerna', the 'bathing friends'), founded in 1814 to promote the common weal, celebrates its annual festival on 9th July.

In the *Korsbetning* (Pl. D, 5; 'cross meadow'), outside the *Södra Stadsport*, rises a curious stone *Cross*, 8 ft. high, with a Latin inscription, marking the burial-place of the Gotland peasants who fell in the battle of 1361 (p. 355). In 1905 some 300-400 skeletons, with remains of armour, were found here. Near the cross is the N. entrance to the cemetery *(Nya Kyrkogården)*, the main walk of which we follow (to the left) to the N. exit. We may return by the *Östraport* (Pl. D, 3, 4), enjoying a fine view of the town-walls.

Excursions. Pleasant walk, sail, or drive (1 hr.; carr. see p. 355) to the (7 Kil. S.) headland of *Högklint*. Walkers follow the high-road from the S. gate, passing the station (comp. Pl. B, 5),

take the first turn to the right beyond the (3 Kil.) stone recalling the visit of Oscar II., and reach the (3 Kil.) *Villa Fridhem*, the property of Prince Oscar Bernadotte. The Högklint, 1 Kil. farther, rising about 148 ft. from the sea, affords a fine view, particularly towards Wisby. A little below the top, on the W. side, are the limestone rock of *Getsvältam* and a cavern.

Owing to the lack of good quarters and the difficulty of understanding the dialect, excursionizing in Gotland is somewhat uncomfortable. Information may be obtained at the tourists' office (p. 355).

From Wisby (station Pl. B, 5) to Hafdhem, 64 Kil., narrow-gauge line in 3 3½ hrs. — Beyond (13 Kil.) *Bardlingbo* we see the church of *Roma* on the right; on the left is the old Cistercian *Roma Kloster*, founded in 1164, state-property (Kungsgård) since the Reformation, and now altered. 21 Kil. *Roma*, where the lines to Klintehamn and Slite diverge (see below). 46 Kil. *Stånga*, with an old church; 55 Kil. *Hemse* (Inn), with a Romanesque church (end of 12th cent.; mural paintings of the 15th). Branch-line to (10 Kil.) *Ronehamn* on the E. coast. 64 Kil. *Hafdhem*.

From Hafdhem an expedition of two days may be made to the S. part of the island (carr., 10-12 kr., may be ordered by telephone from Wisby). On the way are several old churches, notably those of *Gröttlingbo* and *Vamlingbo*. The S. part of the island is treeless, but the curious bluff of *Hoburg*, near *Refsudden*, with its lighthouse and cavern ('Hoburgsgubbens Sängkämmare', bedroom of the old man of Hoburg), about 30 Kil. from Hafdhem, will repay a visit.

The branch-line from Roma (see above) to Klintehamn (23 Kil., in 1 hr.) passes unimportant stations, some with ancient churches. *Klintehamn*, on the W. coast, is visited by sea-bathers (Jernvägs-Hot.; Pens. Wöhler in Varfsholm, commended). About 4 Kil. inland lies the church of *Klinte*, built in 1231. From Klintehamn we may visit the picturesque *Karlsöar* (20 Kil. S.W.; p. 354), where numerous sea-fowl breed and interesting Silurian fossils are found.

From Roma to Slite, 33 Kil., branch to the N., in 1½ hr. — 7 Kil. *Hesselby*, 10 min. from which is the interesting *Dalhems-Kyrka*, restored in 1904. — 33 Kil. *Slite* (Inn), on the E. coast, has curious rock-formations called *Raukar*; near it is *Kyllei*, with similar rocks.

Another railway runs from Wisby to Tingstäde, 24 Kil. N.E. (1-1¼ hr.). The first station is at the Österport (Pl. D, 3). *Tingstäde* lies on a small lake. At *Othem*, 7-8 Kil. E., and *Lärbo*, 15 Kil. N.E., are noteworthy old churches.

A steamboat sails Round the Island once or twice a week (10 kr.; Kom. 258), steering alternately S. and N. from Wisby. Going S. we call at *Klintehamn* (see above), *Burgsvik* (where mill-stones and grindstones are quarried), *Ronehamn* (see above), *Ljugarn*, *Katthammarsvik*, *Slite* (see above), *Fårösund* (on the strait separating Gotland from the Fårö, or 'sheep-island'), and *Kappelshamn*.

54. From Stockholm to Vesterås and Örebro.

217 Kil. Railway ('Vestmanlands-Jernväg') from the Central Station. Express in 5-6, ordinary train in 13-14 hrs.

The train skirts the *Rörstrandsvik*, passing the factories of Atlas and Rörstrand (p. 346), on the right, and the château of *Karlberg* (p. 347), on the left, beyond which the lines to Värtan (p. 340) and Upsala (p. 347) branch to the right. 6 Kil. *Sundbyberg*; 11 Kil. *Spånga*, where a line diverges to Riddersvik (p. 347); 17 Kil. *Jakobs-*

berg. The train crosses the narrow strait of *Stäket* (p. 347), pierces the *Stäkesö* by a tunnel, and crosses another bridge to (28 Kil.) *Kungsängen*. 36 Kil. *Bro*. Beyond (47 Kil.) *Bålsta* we cross the *Ekolsundsvik*. 56 Kil. *Ekolsund*; 64 Kil. *Grillby*.

74 Kil. **Enköping** *(Stads-Hot.;* pop. 4820), a small town near Lake Mälar, on which a steamer plies to Stockholm. Large market gardens. Branch-line to *Runhällen* (47 Kil. N.: p. 365), crossing the N. state-railway at Heby (p. 365).

101 Kil. **Tillberga** *(Rail. Rest.)*, junction of several lines.

From Tillberga to Ludvika and Vansbro: To Ludvika 111 Kil.; express in 2½ hrs. — This railway opens up the productive iron-district of Vestmanland. Mines and iron-works in every direction. — 11 Kil. *Skultuna*, with brass-works; 18 Kil. *Svanå*. At (28 Kil.) *Ramnäs*, junction for Kolbäck (p. 360), the train reaches the *Strömsholms Canal* (p. 360). We skirt the canal, by (33 Kil.) *Seglingsberg* and (39 Kil.) *Virsbo;* then, passing near the large lake of *Amänningen*, we come to (50 Kil.) *Engelsberg* (Jernvägs-Hot.), on the N.E. bank of the lake (p. 360), junction of a branch-line to *Snyten* (p. 361), *Höyfors*, *Norberg*, *Kärrgrufvan*, and *Krylbo* (37 Kil.; p. 374), all with important iron-mines and factories. — At the iron-works of (63 Kil.) *Vestanfors* (p. 361) the train crosses the Strömsholm Canal, and then runs on the S. bank of the beautiful lake *Barken* to (84 Kil.) *Söderbärke* and (95 Kil.) *Smedjebacken* (comp. p. 364). — 111 Kil. *Ludvika*, see p. 364. — From Ludvika by *Nyhammar* and (48 Kil.) *Björbo* (p. 365) to *Vansbro* 86 Kil., in 2-3 hrs., see p. 337.

From Tillberga to Sala (p. 365), 28 Kil., railway in ¾-1¼ hr., passing *Hedensberg*, near the château of that name.

111 Kil. **Vesterås** *(Central Hot.*, very fair; *Hot. Klippan; Hot. Vesterås;* pop. 16,000), an industrial town and seat of a bishop, on a bay of the Mälar, originally called *Vestra Aros* ('W. mouth', while Upsala was called Östra Aros). No fewer than eleven diets of the kingdom were held here, notably the 'Vesterås Recess' in 1527, which abolished the Roman Catholic religion in Sweden. This diet is recalled by a bust of Gustavus Vasa, by Qvarnström, in the gardens near the town-hall.

The *Cathedral, rebuilt by Birger Jarl on the site of a church of the 11th cent., was consecrated in 1271, afterwards much altered, and restored in 1850-60. It is a fine Gothic edifice, 100 yds. long and 28 yds. broad, with a tower 335 ft. high.

In the Interior are an altar-piece of the early 16th cent., handsome candelabra, and the monuments of the administrator *Svante Sture* (d. 1512), *Marshal Magnus Brahe* (d. 1844), and the unhappy *Eric XIV.* (p. 369). The marble sarcophagus of Eric was placed here by Gustavus III. instead of the old tombstone, inscribed only with a verse from the Bible, and by his order the crown and sceptre were brought here from the tomb of John III. at Upsala.

On a hill, S.W. of the mouth of the brook *Svartå*, and not far from the station, rises the old Castle, once a robber's stronghold, captured by Gustavus Vasa and strengthened, where Eric XIV. was imprisoned from June, 1573, to the end of 1575. After a fire in the 17th cent. it was rebuilt, and it is now the seat of the provincial governor. The *Djäkneberg*, on the Svartå, is a pleasant public park, with many memorials of famous Swedes.

Steamboat on Lake Mälar to Stockholm daily in 5-6 hrs. (comp. p. 347).

121 *Dingtuna*. 130 Kil. *Kolbäck*, where we cross the busy *Strömsholms Canal*, is the junction of a line by *Surahammer* to (27 Kil.) *Ramnäs* (p. 359), and of another (p. 362) to Rekarne and Eskilstuna, by (8 Kil.) Strömsholm.

The **Strömsholms Canal**, 110 Kil. long, constructed in 1777-95 and 1842-59, connects the mines of Vestmanland and Dalarne with Lake Mälar and the Baltic. Steamboat from Stockholm (Kom. 346; starting from the Kornhamn, Pl. E, 7) five times a week to Strömsholm in 7-8 hrs.; thence to Ramnäs 6½ hrs.; to Smedjebacken 6½ hrs. more. The scenery is prettiest between Strömsholm and Ramnäs. For the rest of the journey the Tillberga-Ludvika Railway is preferable (p. 359).

Strömsholm *(Inn)*, with its château founded by Gustavus Vasa and rebuilt from a design by Nic. Tessin in the 17th cent., and a famous stud, lies on a N.W. bay of the Mälar. The first canal-lock is here, the second and third are at *Vesterqvarn*, and the fourth at *Prestforsen*. The falls at *Kolbäcksån*, *Sörqvarn*, *Skansen*, and *Trångfors* are avoided by means of eight locks. Another lock at *Älsätra* leads into the *Öst-Surasjö* (181 ft. above the sea); we then pass through two more and through the *Norrbyström* to *Ramnäs* (inn). Many forges and factories. — Beyond Ramnäs two locks ascend to the lakes *Nedre* and *Öfre Nadden*, and others at *Seglingsberg* and *Virsbo* to the large lake of *Åmänningen* (250 ft.), on which lies the *Engelsberg*. Then come the lakes of *Lilla Aspen* and *Stora Aspen* and three locks at *Vestanfors*. *Uddnäs*, and *Fagersta*. Numerous iron-works. Lastly, three locks at *Sembla*. — Near lake *Vefungen* is the boundary of the province of Dalarne. Adjacent is lake *Södra Barken* (328 ft.), on which lies the pretty *Söderbärke* (with church and parsonage). Lastly, the picturesque lake *Norra Barken* (377 ft.), with *Norrbärke* and —

Smedjebacken *(Hotel)*, the centre of a great mining-district, with steam-hammers, factories, etc., a station on the Tillberga-Ludvika line (p. 359).

136 Kil. *Munktorp*. — 146 Kil. **Köping** (*Stads-Hot.*; pop. 4670), an old town on the *Köpingså*, which falls into the Mälar near it, is the junction of a branch-line running past several important ironworks to (34 Kil.) *Uttersberg*, (41 Kil.) *Krampen* (p. 361), and (46 Kil.) *Riddarhyttan*. Steamboat from Köping to Stockholm six times weekly, by *Kvicksund* (p. 362). — 155 Kil. *Valskog*, junction for Nyköping-Flen-Eskilstuna (p. 362).

163 Kil. **Arboga** (*Stads-Hot.*; pop. 5100), once a famous trading town ('gammal som Arboga gatan', says an old proverb), lies on the *Arbogaå*, from which the Hjélmare Canal diverges (p. 361). The church, with its lofty spire, has a Descent from the Cross attributed to Rembrandt. The Rådhus is a fine new building of 1895. — Steamer to Stockholm several times a week (Kom. 346).

190 Kil. *Vanneboda*, junction of the important mineral line to Ludvika.

From Vanneboda to Ludvika (98 Kil., in 5½ hrs.). The line traverses one of the richest mining districts in Sweden: iron-ore, manganese, zinc, copper, lead. The iron occurs chiefly as magnetic iron-ore in flakes. — 10 Kil. *Vedevåg*. 19 Kil. *Linde* or **Lindesberg** (*Stads-Hot.*; pop. 2550), a mining town, prettily situated on the *Lindesjö*, was rebuilt after a fire in 1869. — We next follow the E. bank of lake *Rossvalen* to *Gusselby*. *Storå* (where a short branch diverges to the silver and lead mine of *Guldsmedshyttan*), *Vasselhyttan*, *Rällså*, *Bångbro*, *Bänghammar*, (branch to *Kloten*). — 55 Kil. **Kopparberg** (*Jernvägs-Hot.*), with an old church, lies among immense mines. — 63 Kil. *Ställdalen*, where we reach the Kil and Falun railway (p. 363),

with which we then run parallel to Ludvika. 68 Kil. *Stålberg;* 75 Kil. *Silfverhöjden (Hörk).* We pass under the line just named and skirt its W. side. 80 Kil. *Grängesberg;* 98 Kil. *Ludvika*, see p. 364.

192 Kil. *Frövi*, whence a line branches to Krampen (p. 360), Vestanfors (p. 359), Snyten (p. 359) and *Krylbo* (107 Kil., in 3-6 hrs.; p. 365).

201 Kil. *Ervalla*; branch-line by Jerle to the picturesquely situated town of (18 Kil.) *Nora*, surrounded with iron-works and mines (and to Karlskoga, see p. 303). — 205 Kil. *Dylta Bruk.*

217 Kil. **Örebro** *(Örebro Hot.; Hot. Continental; Jernvägs-Hot.;* restaur. *Strömparterren;* pop. 26,560), one of the oldest towns in Sweden, but almost entirely rebuilt since a fire in 1854, capital of the 'Län' of that name, lies in a flat region on the *Svartå*, near *Lake Hjelmare* (see below). Fifteen diets of the Estates were held, and the destinies of the country often decided, at Örebro. This was the birthplace of Engelbrekt Engelbrektsson, the famous Swedish patriot (p. xlvii). Opposite the station is a bust of Count *A. von Rosen.* The Jernvägs-Gata leads from the station across the Stor-Gata, the main street, which is continued S. by the Drottning-Gata. From the Jernvägs-Gata, further on, diverges the Skol-Gata to the right, in which is the *Karolinska Läroverk* (grammar-school), containing a small museum. In front of the school rises an *Obelisk* in memory of the Swedish reformers Olaus Petri (d. 1552) and Laurentius Petri (d. 1573). A few paces to the S. is the venerable *Slott*, with its four round towers, on an island in the river, now a Museum (Sun. 1-2; 10 ö.). In the Stor-Torg, in the S. quarter, are the modern *Stadshus*, in front of which rises a statue of *Engelbrekt* by Qvarnström (1865), and the *Stads-Kyrka* (St. Nicholas), of the 13th cent., lately restored. In the grounds to the E. of the town is the *Kungs-Stuga* (king's house), one of the oldest and most typical timber buildings in Sweden. — Walks to *Skebäck*, on Lake Hjélmare, and S. to *Adolfsberg*, a small watering-place, where the slow trains stop.

From Örebro to *Pålsboda-Norrköping*, see p. 301; to *Hallsberg* and *Mjölby*, see p. 298.

From Örebro to Svartå, 50 Kil., railway in 2 hrs. — The train first stops at the Södra Station and then ascends the valley of the Svartå, intersecting an Ås (p. 353). 5 Kil. *Karlslund*, with the pleasure-resort of *Strömsnäs* (also reached from Örebro by steamboat); 14 Kil. *Latorpsbruk;* 22 Kil. *Hidingebro;* 27 Kil. *Fjugesta* (3 Kil. S. of which are relics of the nunnery of Riseberga); 32 Kil. *Qvisbro;* 50 Kil. *Svartå*, see p. 304.

Steamboat from Örebro (Kom. 348; daily except Sun.) through the *Örebro Canal* to **Lake Hjelmare** (69 ft.; 185 sq. M.; 59 ft deep), then N. through the *Hjelmare Canal* to the *Arbogaå* (p. 360), down this river to *Kungsör* (see below) on the Mälar, and across this lake to Stockholm. — Another steamer plies thrice weekly to *Skogstorp*. (Thence by rail to Eskilstuna in ¼ hr.) Like the N. end of Lake Vettern (p. 293), Lake Hjelmare lies upon Silurian strata embedded in the gneiss. A monument on the *Engelbrektsholm*, in the W. part of the lake, marks the spot where Engelbrekt was murdered by Måns Bengtson in 1436. A little E. of the entrance to the canal is *Stora Sundby*, the château of Countess Wedel, erected by Robinson in the Anglo-Norman style.

55. From Kolbäck or Valskog to Flen, Nyköping, and Oxelösund.

Railway from Kolbäck to Oxelösund 132, or Valskog 138 Kil., $5^1/_4$-$6^3/_4$ hrs.

Kolbäck, see p. 360. The train follows the Strömsholms Canal to (8 Kil.) *Strömsholm* (p. 360), at its mouth, crosses the *Borgasund*, skirts the mainland, and crosses the *Kvicksund* to (15 Kil.) *Kvicksund* (Hot.), a station of the Mälar steamers (comp. p. 360). 18 Kil. *Rekarne*, junction of the line from *Valskog* (p. 360), *Kungsör* (at the mouth of the Arbogaå, see above), and *Öster-Tibble* (in all, 24 Kil.). The distances given below are from Valskog.

29 Kil. *Folkesta;* 4 Kil. N. E. is *Thorshälla*, on the *Thorshällaå* or *Eskilstunaå*, near its influx into the Mälar, once the port of Eskilstuna, to which the locks (1856-60) avoiding the falls of the stream now afford a direct waterway.

35 Kil. **Eskilstuna** *(Stads-Hot.; Central Hot.; Nya Hot.;* pop. 13,350, or, incl. suburbs named below, 26,850), on the *Eskilstunaå*, the chief seat of the steel industry of Sweden since the 17th cent., owes its name to *St. Eskil*, an Englishman, the apostle of Christianity in Södermanland (d. in 1181 at the Cistercian abbey of Clairvaux in France). A Bernardine monastery, founded here in the 12th cent., converted into a château by Gustavus Vasa, was burned down in 1680. The town consists of the *Gamla Stad* on the E. bank of the stream, and the *Nya Stad*, *Fristad*, and *Karl Gustafs Stad* on the W. bank.

Among the great factories are the *Karl Gustafsstads Gevärsfaktori*, or gun-factory, on an island in the river, founded in 1814; *Munktell's Iron Works*, comprising forty buildings and a harbour of their own; and the *Tunafors Works*. The famous *Steel Works* are in the Fristad. The *Technical School* contains a collection of the products of the place.

A Branch Railway runs N. from Eskilstuna by *Hellbybrunn* and *Nybybruk (Thorshälla)* (p. 361) to *Mälarbaden*, 14 Kil.; and a Steamboat plies once or twice daily (Kom. 341, 346) to Stockholm, by *Strengnäs* (p. 346). — N.E. of Eskilstuna are (12 Kil.) *Jäderkyrka*, the burial-place of *Axel Oxenstjerna* (d. 1654) and the large estate of *Fiholm*, on Lake Mälar.

From Eskilstuna by *Åkers*, *Styckebruk*, *Saltskog* to Stockholm, see p. 301.

40 Kil. *Skogstorp;* with several factories, lies on the *Hyndevadsån*, the effluent of Lake Hjelmare, which the train crosses by a bridge of six arches. — Steamer to *Örebro*, see p. 361.

65 Kil. **Flen,** junction of the Vestra Stambana (p. 301).

89 Kil. *Vadsbro*, 96 Kil. *Bettna*, 103 Kil. *Vrena*, 111 Kil. *Stigtomta*, 116 Kil. *Larslund*, among the Södermanland lakes (p. 301).

125 Kil. *Nyköping*, see p. 297. 133 Kil. *Stjernholm*; 138 Kil. *Oxelösund* (p. 297).

56. From Gotenburg to Falun.

478 Kil. Railway (*'Bergslagernas Jernvägar'*): Express in 11 hrs.; ordinary trains stop for a night on the way. Dining-cars in the express between Gotenburg and Mellerud (comp. p. 263). This line connects the mining districts (*Bergslager*) of Vermland and Dalarne with the S.W. port of Sweden, and affords many pleasing views of the Vener and the Vermland lakes.

From Gotenburg to *Öxnered* (82 Kil.), junction of the Venersborg-Uddevalla line, see pp. 283-86. To the right rise the Halleberg and the Hunneberg (p. 286). Our line runs N.

123 Kil. **Mellerud** (*Rail. Rest.; Hot. Mellerud*, very fair), junction of the *Sunnanå-Fredrikshald* line (p. 83).

131 Kil. *Köpmannabro*, on the W. bank of Lake Venern, at the entrance to the *Dalslands Canal* (p. 287), which we cross. 144 Kil. *Ånimskog;* 155 Kil. *Tösse;* 164 Kil. *Åmål*, a little town of 3900 inhab.; view of the lake to the right.

Near (181 Kil.) *Seffle* (Hot. Royal, good; Jernvägs-Hot.) we cross the canal of that name, which connects the *By-Elf*, and thus the extensive *Glafsfjord*, with Lake Venern, and then thread our way among the lakes of *S. Vermland*. 189 Kil. *Vermlandsbro;* 221 Kil. *Edsvalla*.

232 Kil. **Kil** (p. 303), junction of the *Vestra Stambana* (R. 49), and of a short branch to Fryksta.

248 Kil. *Deje*, with a saw-mill and a waterfall, on the *Klar-Elf*, which we cross by a handsome bridge; junction for Karlstad and Hagfors (see below). 264 Kil. *Molkom*.

293 Kil. *Daglösen*, at the S. end of Lake Daglösen (417 ft.).

Branch-Line to (8 Kil.) **Filipstad** (*Stads-Hot.*; pop. 4000), a station on the branch-line from Nyhyttan (p. 367), prettily situated at the N. end of *Lake Daglösen*, and the centre of the Vermland iron-mining district. The church was designed by *N. Tessin Junr.* in 1775. Promenades lead on the bank of the lake, past *Kanonudden*, where the guns presented by the engineer *J. Ericsson* for the first Swedish monitor have been placed, to the cemetery which contains his monument. John Ericsson (1803-89) settled in New York in 1839; in 1843 he built the first steamboat with a screw-propeller, and in 1861, during the American civil war, constructed the iron-clad Monitor. He was born at *Långbanshyttan* (p. 368), to the N. of Filipstad.

From Filipstad to Hagfors, 57 Kil., a narrow-gauge line, passing numerous iron-works and mines, by (2 Kil.) *Finshyttan* (branch to Nyhyttan, p. 367). Continuation of the line to Karlstad, see p. 303.

304 Kil. *Herrhult*, where we cross the branch-line from Christinehamn to Mora (p. 368). 315 Kil. *Loka;* 326 Kil. *Grythyttehed* (branch to Kortfors, p. 303); 334 Kil. *Hellefors;* 341 Kil. *Sikfors;* 352 Kil. *Bredsjö*, all with iron-works. Numerous lakes.

372 Kil. *Ställdalen*. The line now runs parallel with the Vanneboda and Ludvika line (p. 360). 384 Kil. *Hörken* (narrow-gauge branch to *Annefors*, 47 Kil.); 392 Kil. *Grängesberg*, with important iron-mines, near the boundary between Vestmanland and Dalarne; 399 Kil. *Klenshyttan*. Between the lakes *Norra* and *Södra Hörken* the construction of the railway is interesting.

408 Kil. **Ludvika** (*Jernvägs-Hot.*, good), on *Lake Vessman* (505 ft.), junction of the Tillberga-Vansbro (p. 359) and Vanneboda lines (p. 361).

426 Kil. *Rämshyttan*, on the Rämensjö. A tunnel.

455 Kil. **Borlänge** (456 ft.; *Jernvägs-Hot.*; *Central Hot.*; pop. 1200), with cloth-factories for Dalecarlian costumes, is the junction of the Södra Dalarnes and Siljan railways (p. 366).

456 Kil. *Domnarfvet*, with important blast-furnaces, Bessemer and rolling-works of the Falun Kopparberg Co. (p. 365), a paper-mill, and electric-works. The motive power is supplied by the *Dal-Elf*, the water of which is conducted hither by a tunnel 880 yds. long. The train crosses the river by a high bridge of three arches. To the right is seen its waterfall.

461 Kil. *Ornäs* lies at the S.W. end of the *Runnsjö* (358 ft.), on which a steamboat plies. The banks of the Runnsjö are classic soil in Swedish history. At *Rankhyttan*, at the S.E. end, is the barn *(kungslada)* in which Gustavus Vasa, when a fugitive disguised as a peasant, once threshed corn. At the *Ornässtuga*, visible on the bank to the right, he was saved by Barbro Stigsdotter from his pursuers, to whom her husband Arend Persson was about to betray him. His bed is shown in the *Kungskammare*, from which Barbro let him down by a sheet.

478 Kil. **Falun** (371 ft.; *Nya Hot.*, 8 min. from the station; *Stads-Hot.*, Åsgata, by the market-place, both good; *Central Hot.*; pop. 10,900), the capital of *Dalecarlia* (Swed. *Dålarne*, 'the valleys'), famed for its copper-mines, lies on both banks of the *Faluå*, near its influx into a N.W. bay of the *Runnsjö*. The town consists of a group of villages once separate. On the E. bank are *Östanfors*, *Lallarfvet*, *Öfvre* and *Yttre Åsen*, *Slaggen*, and *Holmen*, the residential side, with the copper-roofed *Kristina-Kyrka*, built in 1642-55, the *Rådhus*, and the *Läroverk* (school), whose 'Vaktmästare' shows the antiquities in the *Dalafornsal*. On the W. bank are *Prestlägten*, *Gamla Herrgården*, and *Elsborg*, the industrial quarters.

The *Falu Grufva*, $1\frac{1}{2}$ Kil. S.W. of the town, the greatest copper-mine in the world after those of Lake Superior in America, has been worked since the 13th cent. The whole region still looks burned up by the fumes from the former smelting furnaces, though wet extraction has been in use for many years. The entrance to the mines adjoins a vast subsidence of the ground, known as *Stöten*, which took place in 1687. The deepest shaft is about 1300 ft. (Admission on week-days 8-12 and 4-6.)

Visitors usually telephone from Falun to announce their intended visit. They are provided with miner's attire *(öfverkläder)* at the mining-office *(grufkontor)*, and with a miner *(stigare)* as a guide (fee 1-3 kr.; extra for gun-shots to awaken the echoes). The descent is by steps lighted with torches, the ascent is by the sides of the Stöten (1 hr.). There is little to see.

The mines have belonged since 1888 to the *Stora Kopparbergs Bergslag Co.*, with a capital of nearly 10 million kr. and large landed property. They were formerly state-property, and were called 'Sveriges skatkammare' (treasury of Sweden) by Gustavus Adolphus. In the middle of the 17th cent. about 1250 tons of copper were annually extracted, but the yield rapidly fell off, reaching its lowest figure between 1830 and 1840. The annual yield is now about 400 tons of copper, besides about 10,570 oz. of silver and (since 1881) 3200-3500 oz. of gold. — In 1719 the body of a young man, *Mats Israelson*, who had perished in the mines 49 years before, was found so perfectly preserved by the fumes of the copper vitriol, that it was identified by an aged woman who had been betrothed to him in her youth. This event is the subject of poems and stories in various languages.

Railways to *Rättvik* and *Orsa*, and to *Gefle*, see p. 368; by *Repbäcken* (p. 366) to *Björbo* (70 Kil., in 3-4 hrs.; p. 359).

57. From Stockholm to Lake Siljan by Borlänge (*Falun*).

262 Kil. Railway. To Krylbo by the *N. State Railway*; then by private lines: through-express from Stockholm to Insjön 6½ hrs.

Pleasant Circular Tour of 5-6 days, as to which information may be obtained at the tourists' agencies at Stockholm (p. 307): — **1st.** From Stockholm to *Insjön*, see below; thence by steamer by *Leksand* to (3½ hrs.; Sun. 4¾) *Mora* (p. 367). — **2nd.** Railway to (½ hr.) *Orsa* (p. 368; or steamer thrice weekly in 1½ hr.), and back to (2 hrs.) *Rättvik* (p. 367). — **3rd.** Excursions from Rättvik; in the evening by rail in about 2½ hrs. to *Falun* (p. 364). — **4th.** Visit the copper-mines at Falun; in the afternoon by rail in about 2½ hrs. to *Gefle* (p. 370). — **5th.** Railway to (1 hr.) *Elfkarleö* (p. 369), visit waterfall, and go on by rail to (2½ hrs.) *Upsala* (p. 349). — **6th.** Upsala, and back to Stockholm in the evening. — A day may be saved by leaving Gefle by early train and omitting Elfkarleö.

From Stockholm to (66 Kil.) *Upsala*, see p. 347. — 107 Kil. *Morgongåfva*, with disused iron-works; 113 Kil. *Heby* (p. 359).

128 Kil. **Sala** (170 ft.; *Stads-Hot.; Central Hot.;* pop. 7380), on the *Sagå*, famous for its *Silfvergrufva*, or silver-mine (2½ Kil. S.W.), worked since the 16th cent. The annual yield, after long depression, is now about 52,800 oz., besides large quantities of lead. The argentiferous lead-ore is embedded in limestone. The smelting and refining works are at the *Sala Hytta*, N. of the town.

Sala is the junction of railways: S. to *Tillberga* (p. 359); N. to *Gefle* (p. 370), 105 Kil. in 2½-3 hrs., by (19 Kil.) *Runhällen* (p. 359); then by (63 Kil.) *Gysinge*, on the *Dal-Elf*, which has a fall here and is crossed by the train, and (99 Kil.) *Hagaström* (p. 368).

A dreary forest region. 138 Kil. *Broddbo;* 150 Kil. *Rosshyttan.*

161 Kil. **Krylbo** (263 ft.; *Jernvägs Hot. & Rest.*), on the *Dal-Elf*, the frontier-river of Dálarne, is the junction of the State Railway (to Storlien, R. 59), of the line from Engelsberg (p. 359), and of the *Börlange* line. (No change of carriages for express passengers to Insjön).

Near *Brunnbäck*, 3 Kil. E. of Krylbo, is a monument on the Dalelf in memory of the first decisive defeat of the Danes ('Jutar') by the adherents of Gustavus Vasa, in 1521.

'Brunnbäcks elf är väl djup, också bred,
Der sänkte vi så många Jutar ned.
Så kördes Danskar ur Sverige.' *(Old Ballad.)*

(Brunnbäck's river is deep and broad; there we sank so many Jutes. Thus the Danes were driven from Sweden.)

165 Kil. *Avesta* on the Dalelf, with iron-works; 184 Kil. *Hedemora* (351 ft.; Stads-Hot., pop. 2375), an old town in a pretty site; 191 Kil. *Vikmanshyttan;* 198 Kil. *Kullsveden* (branch-line to the iron-mines of *Bispberg*). — 200 Kil. **Säter** (*Turist-Hot.*, R. from 1¾ kr.; pop. 900), on *Lake Ljustern*, was founded by Gustavus Adolphus; near it are the pretty *Säterdal* and the *Bispbergs Klack* (1030 ft.; tower with fine view). — 211 Kil. *Gustafs.* To the left, near (218 Kil.) *Stora Tuna*, is the Rommeheide drilling-ground.

225 Kil. **Borlänge** (456 ft.; p. 364), where we cross the Gotenburg and Falun line (R. 56; to *Falun* 23 Kil., in ½-1 hr.).

The Siljan Railway follows the course of the Dalelf. 232 Kil. *Repbäcken* (p. 365). The valley contracts; on the right are picturesque rocky hills. We cross the Dalelf. 236 Kil. *Dufnäs* (528 ft.); 246 Kil. *Djurås* (558 ft.), near the confluence of the W. and E. Dalelf (not seen from the railway).

262 Kil. **Insjön** (*Jernvägs-Hot.*, with skjuts-station), near the small lake of that name, through which the Öster Dalelf flows. The train goes to the steamboat-pier.

Lake Siljan.

Steamboat once every week-day, in June, July, and August, from Insjön by *Leksand* to *Mora* in 3½ hrs. (fare 2½, 1¼ kr.), and once to *Leksand* only in ¾ hr. (50, 30 ö.); on Sun. once from Insjön by *Leksand* and *Rättvik* to (1¾ hrs.) *Mora*, and once by *Leksand* to (2¾ hrs.) *Rättvik* (1½ kr., 80 ö.). Also daily from *Leksand* by *Rättvik*, *Sollerön*, and *Mora* to *Orsa* in 6 hrs. (Comp. Kom. 450; good food, etc., on board, D. 2 kr.)

We first steer up the *Öster Dalelf*, passing between great masses of timber on their way from the forests of the upper Dalarne to the sea. In 40 min. we reach —

Leksand (*Nya Hotellet*, by the quay, R. 1½-2½, B. 1¼, D. 2 kr.; *Gästgifvaregård*, by the church, commended), on the *Östervik*, a bay of Lake Siljan. The large church rises among trees at the efflux of the Öster Dalelf. The *Käringberg*, ½ hr. N., to the left of the Rättvik road, and the *Källberg*, ½ hr. S., are crowned with belvederes. To the E., 3 Kil., rises the *Tibbleberg*.

***Lake Siljan** (542 ft.; 110 sq. M.), 'Dalarnes Öga' (eye of Dalecarlia), with pretty, gently sloping, and partly wooded banks, owes part of its interest to the dwellers around it, who retain some of their primitive characteristics, though modified by modern levelling influences. The Dalecarlians, especially those of the Siljansdal, formed the backbone of Sweden's fighting power under Gustavus Vasa, and have also been famed for their bravery and love of liberty in later times. Forestry, cattle-breeding, and farming are their

chief occupations. They are generally poor, owing to the great subdivision of the land, but they carry on many thriving home-industries (*husslöjd;* watches, bells, furniture, grindstones, etc. Many of the young men *(Dalkarlar)* and girls *(Dalkullor)* seek work elsewhere every year, and return with their earnings to their old homes.

The steamer reaches the open lake in about 3/4 hr. from Leksand. To the left rises the *Björkberg*, marking the centre of the peninsula of *Siljansnäs*. To the right is the bay of *Rättviken*, on which (1 1/4-1 3/4 hr. from Leksand) lies —

Rättvik (**Turist Hot.*, two houses, R. 1 1/2-3, B. or S. 1 1/2, D. 2, pens. 4-6 kr.; *Karlsviks Hot.; Allers Hot.*, R. 1 1/2-2, B. or S. 1 1/4, D. 1 1/2 kr., very fair; pop. 8900), the finest point on the lake, in a fertile district. Rail. stat., see p. 368. Good baths on the lake. On the bank, 20 min. N.W., is the old church of Rättvik, where picturesque costumes may be seen on Sunday mornings. The stalls outside are for the horses during divine service. Close by is the *Vasa Stone*. To the E., by the parsonage, is a fine point of view. Near this rises the *Hökberg*, where a stone in memory of the jurist Joh. Stiernhöck (1596-1673) was placed in 1896.

Walks. On the Vikarbyn road (p. 368), beyond the church, as far as about 2 Kil.) the village of *Sjurberg*, this side of which a road branches to the right to *Nittsjö*, with a terracotta factory. — To the S., by the Leksand road (p. 366), to the belvedere of *Vidablick* (a walk of 1 hr.; refmts.). — To the belvedere at *Plintsberg*, W. of the Leksand road, about 12 Kil. from Rättvik and 10 Kil. from Leksand. — A small steamer for excursions may be hired at Rättvik.

The lake narrows at the large island of (1 3/4-2 hrs. from Rättvik or from Leksand) *Sollerö*, W. of which rises the *Gesundaberg* (1683 ft.). On the *Saxvik*, at the N. end of the lake, lies —

Mora *(Mora Hot.*, R. 1 1/2-2 1/2, B. or S. 1 1/2 kr., commended; *Hot. Gustaf Vasa).* The old church has a conspicuous spire. The adjoining 'klockstapel' affords a fine view. A little to the E. rises the *Klockgropshacken*, where a statue by A. Zorn marks the spot from which Gustavus Vasa addressed the Dalecarlians in 1520 (p. xlvii). To the N.E. the *Östra Dalelf* joins the broad effluent of the Orsa-Sjö. On the E. bank lies the rail. stat. *Mora-Noret* (p. 368). Near it is the mansion of *Christineberg*, with a fine view. The banks are connected by a railway-bridge.

At *Utmeland*, 1/2 hr. S.W. of Mora, a small chapel stands over the cellar in which the wife of Tomt Mats Larsson concealed Gustavus Vasa from his Danish pursuers. It is adorned with three pictures by Höckert, A. Bergh, and Charles XV.

From Mora to Elfdalen, 41 Kil., railway in 2 1/4 hrs., up the valley of the *Östra Dalelf*. 31 Kil. *Blyberg*, with famous porphyry-quarries (red, brown, and black). — From *Elfdalen* (788 ft.; Nya Hot.) a road, with 'fast' conjuts-stations, leads to *Sydend*, on the Fämundsjö (about 170 Kil.; p. 95).

From Mora to Christinehamn, 221 Kil., railway in 9 1/2 hrs.: 48 Kil. *Grintbodarne* (junction of a branch-line by *Malung* to *Limedsforsen* on the Upper Vestra Dalelf (59 Kil., in 3 hrs.; being continued to *Lima*). — 71 Kil. *Svanbro* (p. 359) on the Vestra Dalelf, which the train follows to (79 Kil.)

Trekärn. — 151 Kil. *Långbanshyttan* (p. 363); 163 Kil. *Persberg*, on the *Ingen-Sjö*, with iron-mines; 168 Kil. *Nyhyttan*, junction of a short branch to Filipstad and Finshyttan (5 and 7 Kil.; p. 363); 174 Kil. *Gammalkroppa*; 178 Kil. *Herrhult*, where we cross the Kil and Falun railway (p. 363); 181 Kil. *Nykroppa*; 193 Kil. *Storfors*, all with iron-works. 205 Kil. *Nässundet*, on the *Ullvettern-Sjö*; *Sjöändan*. — 221 Kil. *Christinehamn*, see p. 303.

From Mora the steamer steers under the railway-bridge, up the effluent of the *Orsasjö*, barely 3 Kil. long, and then up that lake, which is 14 Kil. in length, to —

Orsa (561 ft.; *Jernvägs-Hot.*, good), with an old church. The great forests near it belonging to the parish, maintain an immense timber-trade, valued at 300,000 kr. per annum. As far distant N.E. is the village of *Stackmora*, with an extensive view.

A marked path from Bäcka ascends the (2½ hrs.) *Fryksås* (1755 ft.; extensive view), on the top of which is a chalet.

A new line, of about 120 Kil., is being constructed from Orsa N. to *Sveg* in the Ljusnedal (p. 371).

From Orsa to Bollnäs (p. 372), 118 Kil., railway in 5 hrs., through a forest and lake district, which may be utilized by travellers intending to go N. by the main line.

From Orsa by Falun to Gefle.

194 Kil. Railway (*Gefle-Dala Jernväg*) to *Falun* in about 3½, to *Gefle* in 5½-6 hrs.; through-carriages 2nd and 3rd cl. to Stockholm.

The train skirts the E. bank of the Orsasjö, with pretty views of the lake and of the W. hills. 14 Kil. *Mora-Noret* (p. 367). The country is well cultivated. 22 Kil. *Fu*. We approach Lake Siljan. 45 Kil. *Vikarbyn*, with fine lake-view.

52 Kil. *Rättvik* (542 ft.), see p. 367. — The train quits the lake and ascends. 59 Kil. *Vestgärde*. Pine-forest. 76 Kil. *Sågmyra* (663 ft.), on the *Arbo-Sjö*; 89 Kil. *Grycksbo*, with a paper-mill, on the *Grycken-Sjö*; 93 Kil. *Bergsgärden* (433 ft.).

101 Kil. *Falun Norra* (384 ft.). 102 Kil. *Falun Södra*, the chief station, junction of the Bergslagernas Jernväg (p. 363).

We skirt the N. bank of the *Runnsjö*. 107 Kil. *Korsnäs* (368 ft.; pop. 2000), with large iron-works and saw-mills. We ascend through wood to the highest point of the line (722 ft.). 135 Kil. *Korsån* (574 ft.), on the *Hynsjö*; 139 Kil. *Hofors*, on the *Hoå*, both with large iron-works.

156 Kil. *Storvik* (235 ft.), junction of the N. Stambana (p. 370).

162 Kil. *Kungsgården* (210 ft.), near the *Storsjö*, with iron-works.

171 Kil. *Sandviken* (Hot. Svea; pop. 6000) has the oldest and largest Bessemer steel-works in Sweden (largest steam-hammer 15 tons; Krupp's largest, 50 tons). 178 Kil. *Forsbacka* (210 ft.); branch to the (3 Kil.) iron-works of that name. 185 Kil. *Valbo* (148 ft.); branch to the *Vackmyra Sulfitfabrik*. 188 Kil. *Hagaström*, junction of the line from Sala (p. 365).

194 Kil. *Gefle* (10 ft.), see p. 370.

NORRA SVERIGE
1:2750.000
0 20 40 60 80 100 150
Kilom.
0 5 10 15
Swedish Miles
0 10 20 30 40 50 60 70 80 90
Engl. Miles
Ost från Greenw.
NORRA ISHAFVET
BOTTENHAFVET
Geograph. Anstalt von
Wagner & Debes, L

58. From Upsala by Gefle to Ockelbo

(Bräcke, Östersund).

152 Kil. Railway (local line) to *Gefle*, 114 Kil. in 2¼-3 hrs. (trains seldom correspond); from Gefle to *Ockelbo*, 38 Kil. in about 1½ hr. — As travellers to or from the Norrland (R. 59) will find corresponding trains at Ockelbo, they will probably prefer the Gefle route to the less attractive State line. Dining-cars are attached to the express between Upsala and Gefle.

Upsala, see p. 349. The train at first follows the course of the *Fyriså*. **4** Kil. *Gamla Upsala*, with the Kungshögar (left; p. 353); 12 Kil. *Stor-Vreta;* 20 Kil. *Vattholma*. To the right is the château of *Salsta*, built by Nic. Tessin, now owned by a company ('Vattholma Jernbruk'). 38 Kil. *Knypplan*, on the *Vendel-Sjö*.

43 Kil. *Örbyhus*. The château, now owned by Count E. v. Rosen, once belonged to Gustavus Vasa, whose half-insane son Eric XIV. was imprisoned here in 1574, and poisoned by order of his brother John III. on 25th Feb., 1577.

From Örbyhus branch-line, 9 Kil. in 20 min., to **Dannemora**, the centre of one of the richest iron-ore regions in Sweden, over 3 Kil. long, and 55-380 yds. in breadth, which is protected against the encroachment of the surrounding lakes by a bulwark of granite, in some parts 33 ft. thick. The mines, to which visitors are admitted (fee), yield annually 30-37,000 tons of the best iron. The magnetic ore, combined with zinc-blende, occurs in a flaky form, embedded in flinty rock. *Österby*, 3 Kil. E., has great iron-works, a fine mansion, park, and church. To the N. are the mines of *Löfsta* (or Leufsta). — From Dannemora a narrow-gauge line runs to *Hargshamn* on the Baltic (29 Kil.; 2 hrs.), 10 Kil. N. of which lies *Östhammar*, a sea-bathing place (steamer to Stockholm, Rom., 232).

61 Kil. *Tierp*, in a fertile district. Numerous iron-works. 69 Kil. *Örrskog;* branch-line to the great iron-works of *Söderfors* on the *Dalelf*, driven by the falls of the river. 81 Kil. *Marma;* near it is an artillery-range. Wooded country.

The train crosses the Dalelf by a bridge of six arches and a long viaduct.

88 Kil. **Elfkarleö** (*Hot. Jägare*, at the station). A road descends to the (2 Kil.) *Turist-Hotel* (R. 1-3 kr.; restaur.; carr. from the station, if ordered beforehand, 50 ö.), close to *Karl den Trettondes Bro*, spanning the river below the beautiful **Elfkarleby Falls* (53 ft. high and 85 yds. broad), best viewed from the terrace of the Turist-Hotel. The *Laxö*, to the W., and the *Flakö*, E., divide the river into the three arms *Kungsådran*, *Mellanfallet*, and *Storfallet*. On the Laxö, reached by a bridge, is a pioneers' drilling-ground. Fine views. Productive salmon-fishery. The salmon may be seen leaping up the falls in autumn. On the right bank, ½ hr. farther on, is the church of *Elfkarleby*, of 1478.

98 Kil. *Skutskär* (pop. 1400) is a Baltic port with saw-mills belonging to the Falun copper-company (p. 365). The timber floated down the Dalelf in rafts is shipped here. (Steamboat to Gefle.) 99 Kil. *Harnäs*, on the Baltic, with a fine harbour, iron-furnaces, and saw-mills, where we sight the bay of Gefle. 103 Kil. *Furuvik*, a sea-bathing resort.

114 Kil. **Gefle.** Two stations: *Central* and *Södra.* — *Grand Hotel, Norra Strandgatan, with lift, baths, etc., R. from 2½-4, B. 1¼, D. 2-3½ kr.; Central Hot., Nygatan, very fair; Jernvägs-Hot. — Beer at *Anton's*, Köpmans-Gatan 5. — Steamer to Stockholm almost daily (comp. p. 381; Kom. 232, 238, 237, etc.).

Gefle, a thriving commercial and industrial town on the Gefleå, with 31,000 inhab., is the chief outlet for the timber and metal yielded by *Gestrikland*, *Helsingland*, and *Dalarne*. Since the fire of 1869, which destroyed the quarter on the N. bank, the town has been rebuilt. The Nygata leads to the *Rådhus Esplanade*, with its two fountains, and the *Theatre* and the *Rådhus* at its ends. Farther on is the *Residens* of the provincial governor. To the W., on the bank of the rapid Gefleå, is the *Stadsträdgård*, or public park (restaur. *Strömdalen*). Large shipbuilding-yards. Pleasant trip by steam-launch N.E. to *Bönan*, a sea-bathing place on the bay of Gefle. This bay owes its form and its soil to the limestone and sandstone here embedded in the volcanic rock.

A branch-line runs from the Södra Station to (5 Kil.) *Bomhus*, with large timber-yards. — From Gefle to *Falun*, see p. 368; to *Sala*, p. 365.

Between Gefle and Ockelbo the stations are unimportant. Near Ockelbo the scenery improves. 118 Kil. *Strömsbro*, with cotton-mills, a suburb of Gefle; 131 Kil. *Oslättfors*; 152 Kil. *Ockelbo* (see below).

59. From Stockholm by Upsala, Ockelbo, and Bräcke to Östersund and Storlien *(Trondhjem)*.

718 Kil. Norra Stambanan. Through-train daily (two from the middle of June to the end of August), with sleeping-car, in 20 hrs. (2nd cl. 40.20, 3rd 26.80 kr.). The Lapland express, running three times a week (p. 378), may be utilized as far as Bräcke (10½ hrs.; sleeping and dining-cars). The large stations have good restaurants. The journey may be broken at interesting points between Bräcke and Storlien. From Storlien to *Trondhjem* (carr. changed, except sleeping-cars) by Norwegian Railway, 106 Kil. in 4 hrs. (p. 206).

Travellers who prefer the more attractive route from Upsala to Ockelbo by Gefle (R. 58) must state this on taking their tickets.

From Stockholm to (66 Kil.) *Upsala*, see p. 347. Thence to (161 Kil.) *Krylbo*, see p. 365.

We cross the *Dalelf* by a long bridge and traverse a rich mining district. The scenery becomes more severe; orchards, lime-trees, and even thatched roofs disappear. 171 Kil. *Fors* (branch to Garpenberg, 10 Kil.); 179 Kil. *Morshyttan* (light railway to Näs; 12 Kil.); 185 Kil. *Horndal*; 190 Kil. *Byvalla* (light railway to Långshyttan, 27 Kil.); 209 Kil. *Torsåker*.

219 Kil. **Storvik** (236 ft.; **Rail. Rest. & Jernvägs-Hot.*, D. 2½ kr.), junction of the Gefle and Falun railway (p. 368).

Our route runs through *Gestrikland*, in parts wooded and fertile, past small iron-works. 235 Kil. *Järbo*, with church.

257 Kil. **Ockelbo** *(Jernvägs-Hot.)*, with a large church and iron-works, is the junction of the local line coming from Upsala and

Gefle (R. 58), and of the light railway from Linghed by the iron-mines of (11 Kil.) *Vintjern* and (59 Kil.) Ockelbo to (86 Kil.) *Norrsundet* on the Baltic. — 274 Kil. *Lingbo*, on a small lake, is the first station in *Helsingland*.

Near (300 Kil.) *Kilafors* (Gästgifvaregård) we sight the lake of *Bergviken*, to the right.

From Kilafors to Söderhamn, railway in 1½ hr. We cross the *Ljusne-Elf* to (7 Kil.) *Landa*; 18 Kil. *Bergvik* (158 ft.), on the *Bergviksström*, as the Ljusnan is called where it issues from the Bergvik-Sjö; 24 Kil. *Myskje*, on the *Marmen-Sjö*; 24 Kil. *Kinstaby*; 33 Kil. *Söderhamn* (p. 381); 36 Kil. *Stugsund* (p. 381).

The Stambana crosses the *Vorna-Elf*, the chief feeder of the Ljusne, and skirts the *Varpen-Sjö*.

317 Kil. **Bollnäs** (187 ft.; *Jernvägs-Hot.*, commended; *Gästgifvaregård*; pop. 1000), a considerable place in a pretty site, with factories and a deaf-and-dumb asylum.

From Bollnäs to *Orsa* on Lake Siljan, see p. 367.

The line ascends the valley of the *Ljusne-Elf*, which forms a chain of long lakes. Views to the right.

332 Kil. *Arbrå* (371 ft.; good Hot., with baths, R. 1½ kr.), on the right bank of the Ljusne, which has a small fall here. A bridge crosses to the wooded *Forsö*.

337 Kil. *Vallsta* (Hot.). The train runs between the *Åsberg* (left) and the *Orsjö* (right) to (353 Kil.) *Karsjö*, on the *Tefsjö*.

365 Kil. **Jerfsö** (440 ft.; good *Hot.*), prettily situated, is one of the chief places in Helsingland. To the right, as we near it, we see the church, on an island in the Ljusne; in the distance is the *Jerfsöklack* (1352 ft.; ascent 2 hrs., with guide, 1 kr.). To the left, 20 min. above the station, rises the *Öjeberg* (1158 ft.), with a belvedere.

Views now to the left. At *Edångefallet* we cross the Ljusne-Elf.

380 Kil. **Ljusdal** (430 ft.; *Jernvägs-Hot.*, with restaur., R. from 2, B. 1¼ kr.; *Gästgifvaregård*, 7 min. from station, R. from 1½ kr., good), a scattered village. The church has a carved altar brought from Germany in the Thirty Years' War. The old 'klockstapel' is visible from the train.

From Ljusdal to Hudiksvall, 62 Kil., railway in 2-3 hrs. — 6 Kil. *Hybo* (404 ft.), on the *Hybosjö*, with a busy timber-trade. The line passes between the *Grytjensjö* (right) and the *Grytjesberg* (1040 ft.), and skirts the *Stömmensjö* and *Långensjö*. — 27 Kil. **Delsbo** (240 ft.; *Hot.*, good) lies at the W. end of the lake *Södra Dellen*, (135 ft.); canal thence to the *Norra Dellen* (138 ft.). — 31 Kil. *Fredrikfors*. Two tunnels. 45 Kil. *Näsviken*, at the S.E. end of the Södra Dellen; 50 Kil. *Forssa*, on the *Kyrksjö*; near it are the church of that name, and a so-called 'Gillestuga', an ancient pleasure-resort, now unique of its kind. 62 Kil. *Hudiksvall* (p. 381).

The Stambana quits the *Ljusne-Elf*, in the valley of which a road ascends W. to *Kårböle* (59 Kil.), and thence to *Sveg* and *Malmagen* (230 Kil. farther), on the Norwegian frontier. To the W. of Malmagen, on the Swedish side, is the favourite *Fjallnäs Sanatorium* (2560 ft.; road to Röros, p. 95). — The train skirts the *Vexnansjö* (440 ft.). 387 Kil. *Tallåsen* (515 ft.). To the left is

the *Letsjö*. We cross a long embankment between the *Bäckesjö* (left) and the *Storsjö* (646 ft.; right). 408 Kil. *Hennan* (693 ft.), on a lake of that name, whose E. bank we skirt. — 428 Kil. *Ramsjö* (690 ft.). At the N. end of the Hennansjö rises (left) the *Ramsjö-Kyrka*. This whole district, once dreaded as a wild 'Nordanskog', is full of sombre beauty.

The train ascends until near (446 Kil.) *Mellansjö* (1040 ft.), on the lake of that name. 464 Kil. *Östavall* (794 ft.), the first station in the district of *Medelpad*, lies on *Lake Aldern*, which the line skirts. We cross, by two iron bridges, the *Ljungan*, the discharge of Lake Aldern, which at (473 Kil.) *Alby* supplies large electric-works (12,000 H.P.). We then sweep round to —

484 Kil. **Ånge** (551 ft.; **Jernvägs-Hot.*, with restaur., R. $1\frac{1}{2}$-2, B. $1\frac{1}{2}$, D. 2, S. $1\frac{1}{2}$ kr., coffee and bread 50 ö.), a terminal station, from which the train backs out, junction for *Sundsvall* (p. 382).

The line ascends through bleak woods and hills, enters the province of *Jemtland*, and, on the E. bank of *Lake Refsunden*, reaches —

515 Kil. **Bräcke** (955 ft.; *Jernvägs-Hot.*, with restaur., R. from 2, B. $1\frac{1}{2}$, very good; *Vallander's Hot.*), junction for Luleå (p. 378). A spare hour may be spent in visiting the 'Uppfordringsverk', for raising and entraining the timber floated down in rafts.

The train runs on the E. bank of the Refsundsjö, and crosses the *Gimå*, the discharge of the lake, by which timber is floated down to the Indals-Elf (p. 377). At (539 Kil.) *Gältö* (955 ft.), at the N. end of the Refsundsjö, the line turns W. and crosses a wooded height (with the church of Refsund on the right) to the *Arvikssjö*, which is seen on the left. — The name of (553 Kil.) *Pilgrimstad* (955 ft.), at the N. end of the Arvikssjö, recalls the pilgrimages to the tomb of St. Olaf, at Trondhjem (p. 202). — We pass the picturesque *Locknesjö* (1076 ft.), on the W. bank of which is the church of Lockne.

The train next reaches the ***Storsjö** (958 ft.; area 172 sq. M.; greatest depth 286 ft.), a lake with banks of peculiar beauty, where dark woods contrast finely with corn-fields. The comparative fertility of the soil is due to the Silurian slate-formation, which points to a once larger lake and stretches as far as Storlien. The station of (571 Kil.) *Brunflo* (1073 ft.) lies 115 ft. above the S.E. arm of the lake, which the train skirts. On the opposite bank appears the church of *Marieby;* then the Oviksfjällar (p. 383), the Åreskutan (p. 374), and other peaks.

586 Kil. **Östersund.** — Besides the Main Station (Rest.), to the E., where omnibuses meet the trains (50 ö.), there is the *West Station*, near the market and the pier, but without a luggage-office.

Grand-Hôtel, Stora Torget (10 min. from station, R. $2\frac{1}{2}$-$5\frac{1}{2}$ kr., B. 60 ö., good, with café-rest., Engl. spoken; Nya Hot. (R. only), Präst-Gatan; Hot. Norrland.

Baths (hot and cold) in the *Badhus*, near the West Station.

Post, Köpman-Gatan. Telegraph, corner of same and Drottning Gatan.

Östersund (971 ft.; pop. 7500), the only town in the province of *Jemtland*, is built chiefly of timber. It is prettily situated on the E. 'Sund' of the Storsjö, facing the hilly Frösö. On the lake-side runs the *Esplanade*, with the 'Residens' of the Landshöfding.

The *Oscarsbro*, a stone and iron bridge, 475 yds. long, built in 1897 to replace an old wooden bridge, connects the Esplanade with the **Frösö**. A *Runic Stone* on that island (left of the bridge) records that 'Austmader, son of Gudfast, built the first bridge here and christianized Jotaland' (Jemtland). The road to the right leads to *Villa Fjällmann* (open to visitors) and other villas at the foot of the Östberg. The main road, bearing to the left from the bridge, ascends between the *Östberg* (1463 ft.; right) and the *Oneberg* (left). The ascent of the Östberg takes about 1 hr.; we diverge to the right, 1/4 hr. from the bridge, and pass a brewery. The belvedere (10 ö.) on the top commands an immense, but hardly picturesque, mountain and lake region. The main road goes on, first down, and then a little uphill, to the church of *Frösö*, built in 1898 (about 6 1/2 Kil. from the bridge), with a famous view. At gård *Stocke*, 1 Kil. farther, is the *Stocketitt* (25 ö.), a belvedere of the Tourists' Union, with a fine view across the lake to the mountains on the Norwegian frontier. About 2 Kil. farther on are the skjuts-station of *Frösö* and a camp of the Jemtland Rifles, whose training usually takes place in August (when a restaur. is opened).

Steamboat Trips on the Storsjö are commended. Thus, from Östersund daily, past the Frösö, and then on the S. arm of the lake, 40 Kil. long, to *Berg* (2 kr.); or, several times a week, W. by *Marby* and *Hallen* to *Qvittsle* (1 1/2 kr.), about 5 Kil. from rail. stat. Mattmar (see below). — A road leads from Hallen to (22 Kil.) *Bydalen* (Hot. Drommen, R. 1-1 3/4 kr.), at the foot of the *Dromman* (3740 ft), a fine point of view.

The train skirts the W. bank of the Östersund arm of the Storsjö. To the left we see the lake and the fertile district of Rödö, as far as the Oviksfjällar. 597 Kil. *Täng*. Near (607 Kil.) *Krokom* we cross the *Indals-Elf*, which issues from the lake and forms a waterfall on the right. Farther on, to the right, lies the *Näldsjö*, with a fine mountain-background. At (618 Kil.) *Nälden* (1001 ft.) we cross the *Fax-Elf*, which connects the Näldsjö with the *Alsensjö;* and beyond (624 Kil.) *Ytterån* (978 ft.; Stora Hot. & Kurhaus; chalybeate spring) we cross the *Ytterå*, and skirt the Storsjö for the last time to (633 Kil.) *Trångsviken*. 664 Kil. *Mattmar* (1014 ft.), skjuts-station.

Passing *Ocke*, at the W. end of the *Ockesjö*, we ascend the valley of the *Indals-Elf* towards the Norwegian frontier. The river bears various names and forms a chain of lakes. Here it is known as *Skellern;* near Mörsil it forms the *Eggforsar*, seen to the left of the line.

655 Kil. **Mörsil** (1080 ft.; *Jernvägs-Hot.*, with restaur.; *Hot. Dalgård*; both good; *Dr. Horney's Sanatorium*), a favourite health-resort, is a starting-point for the ascent of the *Oviksfjällar* (4478 ft.), the rounded mountain S.W. of the Storsjö, seen from the railway even before Östersund.

The train skirts the *Litensjö*, below the high-road, and crosses a bay of the lake by a long embankment.

665 Kil. **Hjerpen** (1067 ft.; *Hotel*, with Gästgifveri and 'Thingstuga', at the station, R. $1^1/_2$-2, B. or S. $1^1/_4$, D. $1^1/_2$ kr., tolerable). The village, with two saw-mills, lies $^1/_4$ hr. W., on the *Hjerpeström*, which is spanned by a long timber bridge.

From Hjerpen to Kolåsen, and thence to Levanger, a fine, though not striking route of about four days. — We take 'skjuts', N.W., up the left bank of the Hjerpeström to (11 Kil.) *Bonäset* (inn), at the S. end of the mountain-girt **Kallsjö** (1267 ft.), on which there are two small tugs used in the timber-traffic. The road leads on its E. bank by (12 Kil.) *Kall* and (15 Kil. farther) *Rör* to (7 Kil.) *Ytterkonäs* (quarters at A. Forsström's). At *Beljom*, 18 Kil. farther, the road ends. We next row to (13 Kil.) *Kallströmmen*, at the N. end of the Kallsjö, walk in 8 min. across an isthmus to *Lake Juveln*, and row to *Acklingsedet* (2 Kil., in $^1/_2$ hr.). A walk of 20-25 min. brings us to *Lake Acklingen*, across which we row to **Kolåsen** (1559 ft.; quarters at *J. Eriksson's*), with a Lapp chapel, where a Lapp fair ('Lappmässan') is held three times in summer. 'Kolåsens-Fjällpension' is closed. — Travellers bound for Levanger return to *Kallströmmen* and row to *Sundet* (Inn), on the W. side of the Kallsjö, at the influx of the *Anjan*. A road leads thence W. to (4 Kil.) *Anjehem*, on the **Anjansjö** (1375 ft.), on which we row (or we may find a small steamer) by *Backsjönäset*, at the S. base of the *Anjeskuta* (3934 ft.), to **Melen** (about 18 Kil.; *Gästgifveri*, with skjuts-station, post-office, and custom-house), where we spend the night. From Melen a high-road leads over the Norwegian frontier and along the *Bredvand* (1690 ft.) to (16 Kil.) *Sandviken* (Inn), then past the *Isvand* and across 'St. Olaf's Bridge', spanning its effluent, to (15 Kil.) *Sulstuen*, (19 Kil.) *Garnes*, (11 Kil.) *Skjærdalen*, and (14 Kil.) *Levanger*. Comp. p. 207.

The train crosses the Hjerpeström, passes the church of *Undersåker*, and traverses old moraines, with a view (left) of the fine upper *Rista Fall* of the *Undersåker-Elf* (Indalself: Hot. Ristafallet). The waterfall is reached in $^1/_2$-$^3/_4$ hr. from stat. *Hålland* (Pens. Hedman, good, above, on the main road); we pass under the railway to the W., cross the bridge, and ascend the right bank of the stream.

678 Kil. *Undersåker* (1237 ft.; Gästgifveri). A road leads hence on the right bank of the *Brattlandsström* (Indalself) to (3 Kil.) the village of *Edsåsen* (1510 ft.; good Inn).

From Edsåsen we may walk (with guide) over the *Vällitafjäll* (2992 ft.) to the *Ottsjö*, row up the lake, and follow the road to *Vallbo* (about 28 Kil. from Undersåker), with a chapel and Lapp fair (comp. above).

We now skirt the N. bank of the *Åresjö*, an expansion of the Indals-Elf, with views of the *Renfjäll* (left) and *Åreskutan* (right), here seen at full height. 688 Kil. *Björnanye* (Hot. Björneborg) is only an occasional stopping-place.

692 Kil. **Åre** (1240 ft.; **Restaur.*, behind the station, to the left; **Tir. Hot. Åre*, R. 2, B. $1^1/_2$, D. 2, S. $1^1/_2$ kr., Engl. spoken; *Hot. Åreskutan*, farther E.; both often full in summer; also lodgings), with an old church, is the chief health-resort in Jemtland. Pleasant walks on the high-road and to the 'Paviljong' on the Totten road.

Åreskutan (4656 ft.; guide, unnecessary, 3 kr.), the great mountain of slate-rock N. of Are, is ascended in about $4^1/_2$ hrs., by a path maintained by the Swedish Tourists' Union and provided with notices of the distance from the station, and of the height. By the school-house (direction-board) we turn E. into the wooded *Mörviksdal*. To the right is the *Totthummeln*,

in front the *Lillskutan*, and to the left the *Mörrikshummeln* (2926 ft.; ascended in about 1½ hr.; view and refuge-hut). The path, bad and marshy at places, leads over the *Svartberg* and past the *Gröna Dal* to the summit. The view ranges from the Storsjö on the E. to the snow-mountains on the W., the Snasahögar and the Sylar being conspicuous; to the N. are the Kallsjö, the Anjeskutan, and the chapel of Kolåsen (see above), to the W. the Tännfors.

Beyond Åre we see the *Mullfjäll* on the right, ascended from Dufed in 2½ hrs.

700 Kil. **Dufed** (1263 ft.; *Dufeds-Hot.*, by the station; *Hot. Mullfjället*, ¼ hr. E.; Engl. spoken), another health-resort, with a new church. Carriages at the hotels or at Per Ericson's; skjuts-station 1 Kil. from the railway-station.

Excursion to the Tännfors, 3-4 hrs. there and back; carr. for 1-2 pers. 4, for 3 pers. 6 kr.; carr. and pair 6-8 kr. The road, hilly at first, leads past (3 Kil.) a conspicuous 'Minnesten', in memory of the Swedish Karoliner, a detachment of 6500 men, who under General Armfelt invaded Norway in the summer of 1718, but on their retreat in the following winter lost more than a third of their number through cold and hunger. Then, in view of the *Quarnåfors*, on the opposite side of the valley, we next reach the bridge of *Sta*, about 4 Kil. from Dufed, and cross it. Then through a lonely forest-region. About 10 Kil. from Dufed, to the W. of the *Tandradshöjde* (1932 ft.), a new road diverges to the right from the Levanger road (see below), leading to the *Turist-Station* (rfmts.). A path descends in steps to the fall. The **Tännfors, which falls from the *Tämnsjö* (1427 ft.) into the *Norensjö*, about 112 ft below, is one of the grandest waterfalls in Sweden, 230 ft. broad. The *Björnesten*, or 'bears' rock', divides it into two arms, but is covered by the spring floods.

The Road to Levanger is the same as the above as far as the point where the road to the Tannfors diverges. It next reaches, on the left (16 Kil. from Dufed), *Bodsiöedet*, crosses the *Bodsjösund*, and follows the N. bank of the *Bodsjö* to (6 Kil.) *Stalltjärnstugan*. Then (21 Kil.) *Skalstugan* (good quarters) and across the Norwegian frontier to (23 Kil.; pay for 30) *Sulstuen*, see p. 207.

The train crosses the *Dufeds-Elf* (Indalself) and ascends in a lonely forest-region; to the right we see the 'Karoliner' monument (see above). 713 Kil. *Gefsjö* (1664 ft.), on its lake, whose feeder descending from the Ånnsjö we cross. To the left we have a superb view of the Bunnerfjäll, the Snasahögar, and, between them, far off, the great glacier of the Sylar. 724 Kil. *Ånn* (1762 ft.), on the *Ånnsjö*, on the S.W. side of which are seen the large Handöls falls. At Ånn is Ånns Fjällpensionat (R. ¾-1¼ kr.); on the lake, 3½ Kil. distant, is the Klocka Pensionat.

735 Kil. **Enafors** (1818 ft.; *Turist-Hot.*, at the station, R. from 1½ kr.) is a centre for several mountain-tours, for which the landlord finds guides. Unfortunately the gnats are troublesome, and veils are desirable.

To the **Handöls Falls**, 4-5 hrs. there and back (guide, who acts as rower, 3 kr. for 1-2 pers., 4½ kr. for 3 pers.). We row down the river, cross the Ånnsjö to the mouth of the *Handölsån*, and walk up the left bank of the stream by *Handöl*, with its Lapp chapel, to (¾ hr.) the lower fall (148 ft. high). The upper fall, ½ hr. further up, is seldom visited.

The **Snasahögar** (4806 ft.), S. of Enafors, may be ascended in 4 hrs. (with guide). The view embraces a barren mountain-scene, with the Sylar and *Helagsfjäll* to the S., the Ånnsjö, Åreskutan, and Bunnerfjäll to the W., and other heights.

An excursion to the **Sylar**, a diorite range about 11 Kil. long, with several peaks and two glaciers (N.E. and S.E.), takes fully three days. Provisions and rugs must be taken; horse and guide 5-6 kr. per day. We ascend by the upper Handöls Fall to the (8 hrs.) *Sylhydda* (3117 ft.; bed 1½ kr., but no food), at the E. base of the *Storsyla* (5195 ft.). Next day we make the ascent (7 hrs. there and back, with guide), and on the third day return to Enafors. — To the S.E. of Enafors is (7 hrs.) the small *Helagshydda*, at the foot of the *Helagsfjäll* (5896 ft.), the highest peak of this range, which may be ascended in 3-4 hrs.

The train still ascends. Great snow-ploughs in sidings, and long snow-sheds protecting the line indicate the difficulties of the winter-service.

748 Kil. **Storlien** (1942 ft.; *Jernvägs-Hot.*, by the station, R. from 1½, B. 1½, D. 2, S. 1¾ kr.; higher up is the *Högfjälls-Sanatorium*, with view, R. from 1½, pens. 3½-5 kr., both good), the last station in Sweden, in an almost treeless region, is a favourite summer-resort. Excursions to the *Brudslöjar* ('bridal veil'), a fall, 79 ft. high, of the *Tevlan*, which flows to the W. (1 hr. with guide); ascent of the *Stenfjäll* (2963 ft.; 3 hrs., with guide), etc.

At Storlien is the custom-house for passengers from Norway. Carriages are usually changed in both directions, but the sleeping-cars go through. Norwegian railway to *Trondhjem*, see p. 206.

60. From Ånge to Sundsvall.

95 Kil. State Railway in about 3 hrs., the so-called 'cross-line', which includes, however, the section from Ånge to Storlien.

Ånge, see p. 372. To Vattjom the train follows the course of the *Ljunga* (*l* mute), down which masses of timber are floated to the Baltic. The scenery is hilly and picturesque.

14 Kil. *Erikslund* (387 ft.) is finely situated on the *Borgsjö*, on whose fertile N. bank, at the foot of the *Ranklefven*, is the church of Borgsjö, with its old 'klockstapel'. The train crosses the Ljunga. Several stations. 28 Kil. *Fränsta* (259 ft.; Gästgifv.), on the *Torpsjö*. We cross the *Gimå*, descending from the N., and forming a fall 59 ft. high.

38 Kil. *Torpshammar* (260 ft.), prettily situated, with factories and an active trade. 44 Kil. *Viskan* (207 ft.); 54 Kil. *Stöde* (181 ft.; Gästgifv.), at the W. end of the *Stödesjö* (16 Kil. long), on whose N. bank the train runs to (69 Kil.) *Nedansjö* (181 ft.). We cross the *Blakulla*, and, again skirting the Ljunga, reach —

77 Kil. *Vattjom* (207 ft.; Gästgifv.), in the beautiful district of *Tuna*, junction of a branch-line to the iron-works and saw-mill of (3 Kil.) *Matfors*, on a fall of the Ljunga. That river flows through *Lake Marmen*, farther on, and falls into the sea 10 Kil. S. of Sundsvall.

83 Kil. *Töfva* (204 ft.). We pass the church of *Selanger* on the left and follow the *Selangerå* through a pretty country to —

95 Kil. *Sundsvall* (see p. 382).

61. From Bispgården to Sundsvall by the Indals-Elf.

124 Kil. From Bispgården to (12 Kil.) *Edset-Utanede*, a DRIVE of 1¼ hr. (skjuts 2 kr. per pers.). Vehicles usually meet the morning-train from the S. — From Edset-Utanede to *Sundsvall*, STEAMER (Kom. 172) in 9-10 hrs. (fare 4½ kr.), changing boats twice; good food on board the two steamers from *Lidens Färja* onwards; on the first rmts. only. This trip in the reverse direction (up-stream) takes 14-16 hrs. The boat leaves Sundsvall on the arrival of the morning steamer from Stockholm (R. 63). The captain, if requested, will engage skjuts from Edset to Bispgården.

Bispgården, see p. 378. The road passes the church of *Fors* and the Fors-Gästgifveri, affording beautiful views of the *Indalself*, which here forms the *Hunnesfors* and the *Stadsfors*. At *Utanede* the road to the steamboat-pier descends W. to —

12 Kil. **Edset** (pron. 'Esset'), in the parish of *Utanede*.

The INDALS-ELF, with its great expanses of water and its wooded banks, rivals the Ångerman-Elf (p. 379) in grandeur of scenery. The steamer 'Liden', on which we embark at Edset, is small, but has two powerful engines. The screw makes 360 revolutions per minute, but in ascending the rapids, such as the *Utanedefors* and then the *Sillrefors*, 400 revolutions are necessary. The steamer descends these rapids at the rate of a kilomètre in 1-1½ min., but up-stream gains only a few yards per minute. The floating timber gets heaped up in great masses at places.

38 Kil. (from Edset) **Lidens Färja** ('ferry'), on the left bank. Above are the old and the new church and the Gästgifveri of *Liden*. We embark here in the stern-wheeler 'Indalen', built on the American plan.

At *Glimån*, on the right bank, 1½ Kil. below Lidens Färja, where the 'Indalen' calls on the voyage up, we may see the curious method of bringing timber down to the river. The timber from Jemtland (p. 372) is sent by rail from the Holmsjö to the Indal, and there, at the 'Värdshus' (25 min. from the steamboat-pier), is transferred to a huge sloping 'flume' or shoot, 718 yds. long, down which it slides with great rapidity, finally shooting through the air in a great curve before plunging into the river.

Below Glimån the stream is covered with floating timber and occasional rafts, through which the steamer has to steer cautiously. The river-bed widens. The steep banks of sand and clay, known as *Nipor*, are often undermined by the water, and then collapse. Grey gneiss mountains rise in the distance. Fully halfway to Bergeforsen we see the church of *Indal* on the left bank. We then pass under the wooden bridge of *Käfsta*, and in ¾ hr. more reach —

83 Kil. **Bergeforsen** (*Turist Hotel*, fair), where we leave the steamer 'Indalen'. We pass the iron bridge which spans the rapids (crossing to the little inn *Turist-Hyddan*), and in a few minutes reach the pier of the steamer 'Turisten', which is to carry us further. Some 400 men are engaged here in catching the floating logs at the

foot of the rapids and arranging them in the 'Sortéringsbommar', according to the distinctive marks of the owners.

The 'Turist', an ordinary screw-steamer, descends the estuary of the Indals-Elf, by *Stavreviken* and *Löfudden*, where the timber-rafts are made up, crosses *Kringelfjärd*, a bay of the Baltic, passing *Vifstavarf*, and then steers S. through the *Alnösund*, between the *Alnö* and the mainland. Large saw-mills and charcoal-kilns abound, notably at *Skönvik*, at the mouth of the sound, and at numerous other points. On the mainland, to the right, is the church of *Skön*.

111 Kil. *Sundsvall*, see p. 382.

62. From Bräcke to Luleå.

665 Kil. State Railway. From mid-June to the beginning of August the Lapland Express (p. 370) runs three times a week to *Boden*, where the *Luleå* line branches off. This train has sleeping and dining-cars and through-carriages from Stockholm to Luleå. From Bräcke to Luleå it takes 17¼ hrs. The daily express stops for the night at Jörn, 15 hrs. from Bräcke (where passengers who prefer it may remain in the sleeping-car on payment of 3 kr.); from Jörn to Luleå 6 hrs. more. Fares from Bräcke to Luleå, 2nd cl. 19.50, 3rd cl. 13 kr. Refreshments are hardly obtainable except at the dinner and supper stations. The long journey through monotonous forest, where millions of fallen trees lie rotting, in combination with a visit to the great rivers Indals-Elf (R. 61) and Ångerman-Elf (R. 64), affords a complete picture of the scenery of the provinces of Medelpad and Ångermanland. The traveller who is satisfied with seeing one of these rivers only should go by rail to Bispgården, and thence down the Indalself to Sundsvall, from which he may proceed N. by sea.

Bräcke, see p. 372. The line turns to the N.E., passing several lakes. 22 Kil. *Nyhem* (899 ft.); 55 Kil. *Kätarne* (971 ft.); 67 Kil. *Håsjö*, with a church dating from 1684, restored in 1902, and a 'klockstapel' of 1690.

80 Kil. *Ragúnda* (571 ft.; inn). An omnibus (1 kr.) runs N.W. to (7 Kil.) *Ragunda Kyrkostätt*, which has a chalybeate spring and hydropathic, on the Indalself, which here forms the *Hammarfors*.

From Ragunda Kyrkostätt to (14 Kil.) *Böriken*, then past the *Krångedeforsarne*, 5 Kil. long, to (16 Kil.) *Strömsnäs* and (20 Kil.) *Stugubyn* (inn), and by a road with poor stations to (48 Kil.) *Pilgrimstad* (p. 372).

Beyond a tunnel we cross the *Indalself* by a long bridge. Just beyond it, to the right, by stat. *Österede*, is the *Döda Fall* ('dead fall'), a curious rocky chaos with thirty glacier cauldrons, over which the river flowed, until, during a flood in 1796, it broke through the moraine higher up.

95 Kil. **Bispgården** (571 ft.; *Turist-Hot.*, at the station, R. 2½, B. or S. 1½ kr., good) is the starting-point for the descent of the Indals-Elf to *Sundsvall* (R. 61). Above the station (10 min.) we may obtain a fine peep into the deep Indal.

121 Kil. *Helgum* (404 ft.; Inn), starting-point for an attractive two-days' trip to *Ramsèle* (6 kr. there and back).

The steamer 'Primus' (restaur.), leaving Helgum early, steers up the *Helgumsjö* to *Rådom*, and up the *Faxe-Elf* to (43 Kil.; 4 hrs.) *Utanede*. We then

drive to (3 Kil.) *Nordanåker (Edsèle)*, and take the steamer 'Ramsele' (twice daily) to (1½-2 hrs.) the thriving village of (16 Kil.) **Ramsèle** *(Färnlöf's Hot.)*.

From Ramsele to Norway, 6-8 days. A road leads by the skjuts-stations (22 Kil.) *Flyn*, (11 Kil.) *Krokfors*, and (14 Kil.) *Stamsele*, and past several lakes, to (22 Kil.) **Ström** or *Strömsund* (Nya Hot.), in a fertile region, with post-office and telephone. It lies at the lower end of a chain of lakes, known as *Ströms Vattudal*. Steamer thrice weekly: first on the *Nedre Sjö* (965 ft.) to (5-6 hrs.; 3 kr.) *Bågnäset*, 10 min. from *Sjutsåsen* (quarters); then on the *Öfre (Fågel) Sjö* and through the *Karlsström* to (1½-2 hrs.) *Håkafot* (quarters), on the *Stamselevik*. Opposite is the mouth of the *Hällingså*, a river which farther up forms the *Hällingså Fall* (115 ft. high), rivalling the Tännfors in grandeur (rowing-boat to the mouth of the river, 1 hr.; then 1½ hr.'s walk to the tourist-hut; the path ascends the *Munsfjäll*, 4022 ft., in 4 hrs. more; splendid view). The Stamselevik is part of *Lake Hetögeln* (994 ft.), on which the steamer plies to (1½-2 hrs.) *Gäddede* (good quarters), near the church of **Frostviken**, 6 Kil. from the Norwegian frontier. — A road leads from Gäddede into Norway: 38 Kil. *Störiken*, near the *Nordlikyrke* (1486 ft.); 12 Kil. *Sandmoen*; 22 Kil. *Mortenslund* (good quarters); 36 Kil. *Formo*, etc. (see p. 208).

131 Kil. *Långsele* (358 ft.; Hot. Vestberg) is the junction of a branch-line which descends rapidly by the Faxe-Elf, and then on the Ångerman-Elf, to *Sollefteå* (14 Kil., in about ½ hr.; p. 384).

The main line crosses the foaming *Faxe-Elf;* then the *Ångerman-Elf*, by the **Forsmo - Bro*, a bridge 270 yds. long, 154 ft. high, which spans the *Edefors* in five arches. View to the right.

151 Kil. *Selsjö* (460 ft.; skjuts-station) is a starting-point for the valley of the Ångerman-Elf, which, however, is oftener visited from Sollefteå (comp. p. 384).

From Selsjö a High Road ascends on the left bank of the Angerman-Elf, past the church of *Resele* and the *Tomtnipa*, to (11 Kil.) *Höfven* (Gästgifveri). Then by *Rödsta* (2 Kil. from Höfven; terminus of the steam-launch 'Borup', see p. 385) to *Näsåker* (Gästgifveri) near *Ådals Liden*, to the (17 Kil.) skjuts-station of *Västanbäck*, and to the (1 Kil.) *Hotel Västanbäck*, whence we may visit the *Nämdfors*, with a great salmon-fishery, the *Blomsternipa*, with view, and the grand **Kilfors*. The road to the (8 Kil.) Kilfors leads W. from the ferry over the Angerman-Elf, and then ascends the *Fjällsjö-Elf*, the river that forms the fall.

192 Kil. *Skorped* (512 ft.); 213 Kil. *Anundsjö* (578 ft.).

222 Kil. *Mellansel* (210 ft.; Jernvägs-Hot., D. 2 kr., good), dining station for several trains. Branch-line to (29 Kil.) *Örnsköldsvik* (p. 385), by (9 Kil.) *Moelfven* (158 ft.) and (22 Kil.) *Själevad*.

The train crosses the *Mo-Elf*. 247 Kil. *Björna* (469 ft.). Traces of forest-fires are seen. We cross the *Gide-Elf*. 272 Kil. *Trehörningsjö* (387 ft.). 303 Kil. *Nyåker* (578 ft.; Jernvägs-Hot.), the first station in *Vesterbottenslän*. We cross the *Öre-Elf* by a bridge 80 yds. long, and pass through the *Tallberg Tunnel*. 319 Kil. *Hörnsjö* (469 ft.). A bridge, 200 yds. long, now crosses the *Ume-Elf* to —

342 Kil. **Vännäs** (290 ft.; **Jernvägs-Hot.*, R. from 2 kr.), whence a branch-line descends the valley of the Ume-Elf to (19 Kil.) *Brännlund* and (31 Kil.) *Umeå* (p. 385).

A carriage-road ascends the left bank of the *Ume* or *Ume-Elf*, by the *Langfors* and *Kolksele*, to the (14 Kil.) *Fjällfors*.

364 Kil. *Trärålund* (584 ft.). We cross the *Windel-Elf* by a bridge 200 yds. long. Pretty scenery. On the right we have a view of the extensive *Degerfors-By*, with church and 'klockstapel'. 377 Kil. *Vindeln;* 390 Kil. *Hällnäs* (801 ft.), at the S. end of a bleak plateau which the line crosses to Storsund; 416 Kil. *Ekträsk* (843 ft.); 433 Kil. *Åsträsk* (853 ft.).

453 Kil. *Bastuträsk* (797 ft.; Gästgifvaregård, by the station). Road to *Skellefteå*, see p. 396. The train crosses the *Skellefte-Elf*, which has a fine fall on the right.

487 Kil. **Jörn** (856 ft.; *Jernvägs-Hot.*, D. 1½ or 2 kr., good), where ordinary trains stop for the night (comp. p. 378). The village lies 6 Kil. E. of the station.

From Jörn to the Junkerdal in Norway, about 340 Kil., by land and water skjuts, partly by steamer, and lastly across a rough mountain-pass, 8-10 days. A good road leads N.W., through a lonely forest region, by (28 Kil.) *Stensträsk* (1066 ft.), (11 Kil.) *Glommerträsk* (1142 ft.; Gästgifvaregård), and (19 Kil.) *Arvidsjaur* (1273 ft.; good Gästgifv.), one of the larger villages in S. Lappmark, to (26 Kil.) *Afvaviken*, on a long narrow arm of *Lake Storafvan* (1375 ft.). Steamboat thence three times a week (Kom. 466) to *Kasker*, where the lake narrows to a strait, and then up *Lake Uddjaur* to (98 Kil.) *Skeut*, pier for **Arjepluog** (*Gästgifveri*, R. 1-2 kr.), 5 Kil. from Skeut. Then steamboat on *Lake Harnafvan* (1394 ft.) to (52 Kil.) gård *Jäckvik* (good quarters), near the Lapp chapel *Löfmock*. Next, with guide, partly on foot, partly by rowing-boat, to the refuge-huts ('fjallstugar') of (23 Kil.) *Balastviken* on the *Südvajaure* (1522 ft.), (19 Kil.) *Vuogatjälmejaur* on the E. bank of the lake of that name (1582 ft.), and (17 Kil.) *Merkenes*. We are here 18 Kil. from the Norwegian frontier (1979 ft.), 6 Kil. beyond which is the 'Fjeldstue' *Graddis* in the upper *Junkerdal* (p. 217).

We cross the *Byske-Elf*. 518 Kil. *Myrheden*. 529 Kil. *Långträsk* (1076 ft.; Gästgifvaregård), the first station in *Norrbottens Län*. The railway soon reaches its highest point (1155 ft.). 560 Kil. *Storsund* (666 ft.); 583 Kil. *Elfsby* (128 ft.; Hot., very fair), with a church, prettily situated on the *Piteå*, down which a road leads to *Piteå* (54 Kil.; p. 385).

The train crosses the Piteå and avoids a range of hills by a long curve to the W. — 602 Kil. *Brännberg* (292 ft.); 621 Kil. **Hednoret** (72 ft.; steamboat to Edefors, see p. 390; skjuts-station *Heden*, 20 min. E.). The country is now more smiling and partly cultivated. To the left we see the upper course of the *Luleå*, which the train crosses at *Trångfors*.

629 Kil. **Boden** (33 ft.; *Jernvägs-Hot.*, with *Rest.*, by the station, R. 2½, B. 1 kr. 30 ö., good; *Central Hot.*, near; pop. 3500), with a conspicuous church to the W., being an important railway junction near the frontier, is strongly fortified ('Norrlands Lås', lock or key). The works, partly hewn in the granite, are scarcely visible. — To *Gellivare* and *Narvik*, see p. 390.

From Boden to Morjärv, 74 Kil., Railway (to be continued to Haparanda, p. 394). From Morjärv (Gästgifv.) we may take an exciting trip down the Kalixelf in a 'forsbåt', through the rapids of *Kamlungen* and the *Stråkanäsfors* to *Neder-Kalix* (p. 394)

The Luleå train turns sharply to the S. — 637 Kil. *Säfvast* (49 ft.);

546 Kil. *Sunderby* (39 ft.); 656 Kil. *Gammelstad* (19 ft.), the old Luleå (comp. p. 386), with a church of 1440 containing an old carved altar. We pass the drilling-ground of *Notviken;* pleasant view of Luleå to the right.

665 Kil. (1170 Kil. from Stockholm) *Luleå*, see p. 386. The station lies to the E. of the town (carr. 1-1½ kr.).

63. From Stockholm to Sundsvall and Hernösand by Sea *(Luleå, Haparanda).*

420-440 Kil. Steamers (see Kom., under 'Stockholm Norrut'). The best are the large steamers of the *Stockholm & Haparanda* line (Kom. 240). Many others ply for shorter distances. Enquiry may be made of the agent. *V. Larka*, Skeppsbron 90. The voyage to Sundsvall takes about 20, to Hernösand 24, to Umeå 32, to Luleå 64 hrs.; fares to Sundsvall 15 or 10 kr., to Hernösand 18 or 12, to Luleå 26 or 22, to Haparanda 33 or 29 kr.

The voyage along the Swedish coast, with its boundless forests and long mountain-ranges, is not without charm, but its most striking feature consists in the long and wonderfully light summer-nights. The best plan is to go straight to Luleå or Haparanda, and then return S. by easy stages. The coast traffic is very brisk. Great quantities of timber, besides tar, provisions, and cattle, are exported in exchange for provisions and luxuries. The hotels are mostly good and cheap, and never overcrowded; the people are civil and obliging.

From Stockholm (Skeppsbron) to *Vaxholm* and *Oskar-Fredriksborg*, see p. 343. The steamer continues its course for some time within the Skärgård, crosses the *Ålands Haf*, the bay between the Swedish mainland and the Russian *Åland Islands*, and enters the strait of *Södra Qvarken*. — Instead of steering N. through that strait the local steamers turn N.W. into the Skärgård, go between the *Trösö* and the mainland, pass *Öregrund*, a bathing-place, and cross the bay of *Öregrunds Grepen*; then, beyond the *Löfstavik*, they enter the *Bay of Gefle* and call at *Gefle* (p. 370).

The Åland Islands form part of a great submarine barrier across the Baltic, shutting in the *Botten Haf*, or *Gulf of Bothnia*, the great bay of that sea, about 650 Kil. long, where, owing to the influx of many large rivers, the water is almost fresh. The large steamers go direct to Sundsvall.

Beyond the lighthouse on the *Stor Jungfru* the coasting-steamers touch at *Stugsund*, the harbour of the old town of **Söderhamn** (*Stads-Hot.; Hot. Frank;* pop. 11,120), 3 Kil. W., with several factories, and a large export-trade in iron and timber. The town has been almost entirely rebuilt since fires in 1860 and 1876. Branch-line to *Alfors*, on the N. Stambana (p. 371; the station adjoins the harbour at Stugsund).

As we proceed on our voyage, we observe the *Blacksås* (1381 ft.), rising far inland. We pass the *Agö*, with its lighthouse. To the left lies the *Hornsland*, devastated by forest-fires.

Hudiksvall *(Stads-Hot.; Hot. Helsingland;* pop. 5800), with several factories, and a timber-trade, the oldest town in the Swedish

Norrland, has suffered repeatedly from great fires, the last of which occurred in 1906. Branch-railway to *Ljusdal*, see p. 381; a light line also runs N. to (40 Kil.) *Bergsjö*.

At the *Brämö*, with its tall lighthouse, the coasting-steamers rejoin the course of the direct boats. We steer N.W. into the *Alnösund*, between the mainland and the large *Alnö*, with its factories and saw-mills. The woods on the mainland were burned down in 1888.

Sundsvall. — *Hotel Knaust, Stor-Gatan 13, near the harbour and the station, with restaur., baths, etc., R. 2¼-5¼, pens. 6 kr.; Central Hot., Stora Torg; Hot. Skeppsbron, on the quay. — *Tivoli*, garden-café, N. of the town, on the left bank of the Selångerå estuary, with pretty view.

Post & Telegraph Office, in the Vängåfvan (see below). — Railway Station, at the harbour.

Sundsvall, at the mouth of the *Selångerå*, founded in 1621, and rebuilt in stone after the last destructive fire of 1888, with 16,300 inhab., is one of the chief trading-towns in the Norrland. Timber to the value of 20 million kr. is exported annually. It also has a brisk trade with Finland, from which cattle, fish, and butter are imported. The main streets run W., inland, from the harbour. The chief cross-street from N. to S. is the *Esplanade*, on the W. of which is the *Stora-Torg*, and on the E. the *Vängåfvan*, a square with several banks and handsome houses. The *Stadhus* is in the Stora-Torg. The large Gothic *Church*, with a tower 263 ft. high, to the W. of the town, was completed in 1894. The hill to the N. of the quarter on the left bank is crowned with an *Utsiktstorn*, ½ hr. from the harbour, commanding a fine view of the town and environs.

Railway from Sundsvall to *Ange*, see p. 372. — Steamboat from Sundsvall up the *Indals-Elf* to *Edset* (Bispgården), see R. 61.

The voyage from Sundsvall to Hernösand takes 3½-4 hrs. On a promontory to the left is the chapel of the fishing-village of *Asthol̈m*. We then make a long circuit, E. and N., round the *Hernö*. — The small local steamers from Sundsvall to Hernösand (3 kr.) usually thread their way through the skärgard, or island-belt, with its narrow straits, and lastly enter the 'sund' to the W. of the Hernö.

Hernösand. — *Stads-Hotel, by the Nybro, opposite the pier of the Angerman-Elf steamer (p. 393), with good restaur., R. 2-6 kr., Engl. spoken; Central Hot., Storgatan 28; Hot. Frimurare-Logen, Köpmansgatan 8. — Post Office next the Stads-Hot. — Telegraph in the Rådhus, Nybrogatan.

Hernösand, an old town with 9100 inhab., the capital of *Vesternorrlands Län* and the seat of a bishop, lies prettily on both sides of the Hernösund, which separates the Hernö from the mainland. The long old town on the island is bisected by the broad Nybrogata. In this street, on the left, are the *Savings Bank* and post-office; then, left and right, the *Riksbank* and the *Rådhus*. To the N. is the Norra Kyrkogata, with the *Bishop's House*. To the S. is the *Torg*, with the *Läns-Residens*; to the W. of the Torg are the small *Cathedral*, with a portico added in 1846, and the *St. Petriloge*. Bridges cross the sound to *Kronholmen* and the *Railway Station* on the N.W., and

to the new town-quarters on the S. — Hernösand was the first European town lighted with electricity (1877).

Ascending the pretty Promenade *(Stadsträdgård)* from the cathedral, past the *School of Navigation* on the left, and following the birch-avenue, we obtain a fine view, to the right, of the town and environs. The cemetery adjoining the avenue contains the grave of C. M. Franzén (d. 1847), bishop and poet.

The °**Vardkassen** (394 ft.), the highest point of the Hernö, formerly the 'watch hill' with its beacon-fire, commands one of the finest panoramas on the entire coast. It is ascended on foot or by carriage in 1½ hr. Belvedere. 33 ft. high, at the top.

From Sundsvall and Hernösand to Luleå by Sea, see R. 65.

64. From Hernösand to Sollefteå by the Ångerman-Elf.

110 Kil. Steamer ('Strömkarlen' and 'Sollefteå') twice daily in about 8 hrs. (fare 3 kr. 75 ö.; Kom. 470). Good restaurant on board. The voyage takes about the same time in either direction. Those therefore who intend to visit both the Ångerman-Elf and the Indals-Elf (p. 377; both worth seeing) should ascend the former and descend the latter.

The Hernösand & Sollefteå Railway (102 Kil., in 3½-4 hrs.) is an alternative route, but offers no attraction except a few fine views of the river.

The steamer passes through the *Ålandsfjärd*, between the *Lungö* and *Hemsö*, on the right, and the mainland on the left, and then through the *Sannasund*, which separates the *Åbordsö* from the mainland. All around, but without marring the grandeur of the scenery, are saw-mills and factories, with smoking charcoal-piles where waste wood is utilized.

On the mainland are the church of *Högsjö* and the pier of *Veda*, with a station (26 Kil. from Hernösand) on the railway, which skirts the coast beyond this point.

The fjord (Swed. *fjärd*) now takes the name of Ångerman-Elf, but as far as Nyland still contains salt water. The E. bank is abrupt, the W. flatter.

The steamer calls at several small places. On the W. bank are *Ansjö*, near rail. stat. *Sprängsviken* (36 Kil. from Hernösand), and *Onde* (customs-station). Among the islands we pass are the *Sandö*, with glass-works, and the *Svanö*, with a saw-mill. On the W. bank is *Frånö*, with a cellulose-factory (rail. stat.; 42 Kil.); behind it, a little bay, is the church of *Gudmundrå*. Then *Björknäs*, *Brunne*, *Kramfors* (rail. stat.; 46 Kil.), with a large harbour and a church. On the E. bank of the lake-like stream are *Lungvik* and *Lockne*. The steamer skirts the W. bank and touches at *Sandviken*, where we have a pretty view, to the W., of the *Bollstadvik*, at the head of which is rail. stat. *Bollstabruk* (56 Kil.). We then steer E. up the *Annefjärd* to *Marieberg*. To the S. rises the church of *Bjertrå*.

65 Kil. (62 by rail) **Nyland** *(Central Hot.)*, a busy port, with telegraph, banks, etc., is the terminus of several steamers from

Stockholm. In 1895 and 1905 the 'Hohenzollern', with Emp. William II. on board, touched here. At the N. end of the Bollstadvik, about 4 Kil. W. of Nyland, is the old church of *Ytter-Lännäs*, said to date from the 12th cent., with an organ-gallery of 1652 and paintings.

Above Nyland the river narrows; the banks are higher than those of the Indals-Elf, and rise in bold bluffs (*Nipor;* p. 377). The current is stronger, but the channel is still very wide. Floating timber abounds. Cultivation improves; churches and villages are more frequent. On the W. bank, just above Nyland, is *Sandslån*, a large sorting-place for the floating timber (comp. p. 377); then the church of *Torsåker*, to the right of which rises the *Hexberg*. On the E. bank are the churches of *Styrnäs*, *Boteå*, and *Öfverlännäs*.

The narrowing river-bed now turns due W. To the right appear in succession the estate of *Holm*, the saw-mill of *Björkä*, and the church of *Sånga*. The scenery becomes wilder. Farther on, still to the right, rise the bare *Puraberg* and the *Multråberg* (with belvedere; about 2 hrs. from Sollefteå). The vessel now mounts the rapids of *Sträken*, past several islets, and moors at the *Djupö Quay*, on the right bank, about 2 Kil. from Sollefteå (carr. 1 kr.).

110 Kil. (102 by rail) **Sollefteå** (*Hot. Appelberg*, R. from 1½ kr.; *Hot. Rosenqvist*, both near the rail. stat., high up to the S.; pop. 1520), a litte town formerly called *Solaturn*, with post, telegraph, bank, and factories, lies prettily on the right bank of the Ångerman-Elf, here spanned by an iron bridge. Opposite Hot. Appelberg is the *Borg* (148 ft.), a *nipa* or bluff rising steeply from the foaming river. On the left bank rises the *Appelbergs Nipa*, wooded at the top, which we may ascend either by a steep path in steps near the bridge, or by a road affording fine views (20 min.). Farther W. are barracks.

Sollefteå is the junction of the Hernösand local railway and the branch to *Långsele*, on the great N. Stambana (p. 379).

The journey may be continued from Sollefteå by a steam-launch, which starts every morning, from the *Billsta Strand*, 5 min. above the bridge. Pleasant voyage up the Ångerman-Elf, past the mouth of the *Faxe-Elf* (p. 379), to (1 hr.) *Edsby*, near the church of *Ed* and the skjuts-station *Östanbäck* (13 Kil. from Sollefteå). — Then by carriage (which may be ordered on board the steamer), crossing the railway at the *Forsmo Bridge* (p. 379), to rail. stat. *Selsjö* (p. 379), or to (4 Kil.) *Edsbordet*, whence the steam-launch 'Borup' takes us to *Rödsta* (p. 379), higher up the stream.

65. From Sundsvall and Hernösand by Sea to Luleå.

450 Kil. Steamers (p. 381; Kom. 240) in about 50 hrs.

From Hernösand the larger vessels steer past the *Lungö* into the open Gulf of Bothnia, passing the peninsula of *Nordingrå* and numerous islets, behind which lie *Nora*, *Häggvik*, *Ullånger*, and other ports of the local steamers. The district of Häggvik, called *Nordingråland* after its church, is frequently visited from Hernösand (inns very fair, though primitive). Near the promontory of *Skags Udde* (lighthouse) we steer N.W. through the coast-islands into the bay of —

Örnsköldsvik (*Stads-Hot.*; pop. 3230), founded in 1842, and named after the provincial governor P. A. Örnsköld, terminus of the line to Mellansel (p. 379). If time permit, a visit may be paid to the *Åsberg* (2 hrs. there and back).

The steamer now doubles the Skags Udde and stands out to sea. On the coast lie *Husum* and *Nordmaling*, stations of the local steamers. To the E. is the *Sydostbrotten*, a reef marked by a light-ship. In about 6 hrs. we reach the estuary of the Umeå-Elf, with the villages of — *Holmsund*, *Djupvik*, and *Sandviken*, which together form the harbour of Umeå, and communicate by steam-launches with (12 Kil.)

Umeå (*Stora Hot.*, R. from 2 kr.; *Central Hot.*, R. from $1^1/_2$ kr.; pop. 5030), the capital of *Vesterbottenslän*, originally founded by Gustavus Adolphus, on the *Umeå-Elf*, which is too shallow for large vessels. Since a great fire in 1888 the town has been rebuilt. — Railway to *Vännäs*, see p. 379.

Our course now lies through the *Vestra Qvarken* strait, between the mainland and a chain of islands 30 Kil. long, of which the *Holmö*, at the N. end, is the largest. Near it is the lighthouse of *Fjäderägg*. The sea outside the islands is called *Östra Qvarken*. In 1809 the Russian general Barclay de Tolly, with 6000 men, crossed both the Qvarken on the ice, on which he encamped with the thermometer at —60° Fahr., and then marched to Umeå, with the result that a treaty of 17th Sept., 1809, separated Finland from Sweden.

The Sundsvall steamers next touch at *Ratan* (Turist-Hot.), an old Bothnian trading-place. Records kept at the harbour since 1749 prove that the land here has risen about $^2/_5$ in. annually. The local steamers also touch at *Sikeå*, with the large iron-works of *Robertsfors Bruk* (7 Kil. inland), and at *Kallviken*. The steamer rounds the *Byaröklubben*, with its lofty lighthouse, and next reaches —

Ursviken (Hot.), the harbour of Skellefteå, with factories, saw-mills, etc. — Steam-launch hourly to (14 Kil.; $1^1/_4$ hr.) **Skellefteå** (*Stads-Hot.*; pop. 1340), on the *Skellefteå*. Its church, 2 Kil. W., is praised by Leopold von Buch (1809). Per Högström, the 'Apostle of the Lappmark', was pastor here in the middle of the 18th cent.

From Skellefteå to Bastuträsk, 58 Kil., road, with skjuts-stations, up the left bank of the Skellefteå. 12 Kil. *Medle*. At (16 Kil.) *Krångfors* the river has a fine fall (but the *Finnfors*, 8 Kil. farther on, is grander; carr. there and back 3 kr.). The road now crosses to the right bank and usually quits the valley. 19 Kil. *Röjnoret*; 11 Kil. *Bastuträsk*, a station on the N. Stambana, see p. 380.

Several other small ports lie on the coast: *Kåge*; then *Furu-grundet*, with the saw-mill of *Ytterstfors*, harbour for Byske, 5 Kil. inland; and *Åbyn*. Near *Skuthamn* and *Munksund*, with the lunatic asylum for the province of Norrland, the steamer enters the *Pitsund*, the narrow entrance of the fjord of Piteå.

Piteå (*Stads-Hot.*, good; pop. 2800), an old town, with its older part on the island of *Pitholm* and its newer on the mainland. — Road to rail. stat. *Elfsby*, see p. 380.

The steamer returns through the Pitsund, steers past the islets of the Skärgård and through the *Tjuf holmssund*, where a channel has been dredged for larger vessels, and sweeps round to the N. to —

Luleå. — HOTELS (often full in summer). STADS-HOT., Skeppsbro-Gatan, with restaurant, R. from 2 kr.; *HOT. WIBELL, R. only, Trädgårds-Gatan; both near the harbour. — *Café & Confectioner*, Stor-Gatan.

POST-OFFICE, W. Stor-Gatan. — TELEGRAPH at the Stadhus. — RAILWAY STATION, to the E. of the town, comp. p. 381.

PHOTOGRAPHS at *Bergman's*, Stor-Gatan. — FOR TOURS IN LAPLAND: preserved meats, etc., at *Fredrikson's*, Stor-Gatan; wine and spirits (but comp. p. 39.) at *Bolagets Vinhandel*, to the S. by the church; woollen rugs ('fält'), etc., at *Bremberg's*, Stor-Gatan.

Luleå, a town with 9120 inhab., seat of the landshöfding of *Norrbottenslän* and of a bishop, was founded 11 Kil. higher up the *Lule-Elf* by Gustavus Adolphus, and transferred to its present site in 1649. It occupies a peninsula in the *Lulefjärd*, almost entirely surrounded by water. The importance of its site at the mouth of the great Lule-Elf has been greatly enhanced by the railways, which have rendered it the seaport for the rich iron-mines of Gellivare. Like most of the Norrland towns, Luleå owes its handsome appearance to repeated fires, that of 11th June, 1887, having destroyed nearly all the old timber houses. The fine Gothic *Church* was erected at a cost of 400,000 kr. To the W. of the town is the pretty *Hermelins Park*, with the *Läns-Residens*.

The iron-ore is shipped at the *Svartökajen* to the E. of the town, 20 min. S. of the railway-station (steam-launch from the Skeppsbro). The railway-trucks are emptied bodily into the vessels' holds by huge hydraulic cranes. The ore is exported chiefly to Germany. Good survey from a view-tower.

From Luleå to Haparanda, see p. 393.

66. From Luleå to Kvickjock.

About 300 Kil.: from Boden 3 days. **1.** To *Nedre Edefors*, 10-11 hrs., most of the way by steamer. — **2.** To *Jockmock*, 10-11 hrs., by steam-launches and by vehicle. — **3.** To *Kvickjock*. 14½ hrs., partly by water.

As this is a favourite expedition, in spite of the changeable weather, the old rowing-boats have been everywhere superseded by steamers and motor-boats. The skjuts-traffic by land has also been well organized. The 'dagbok' (p. xx) at each station gives the distances in new Swedish miles of 10 Kil. each. The chief stations afford good, though plain quarters (salmon, etc.; no spirits sold). As nothing is to be had at the small stations or in the steamboats, some provisions had better be brought from Luleå or Boden. No special equipment is necessary except mosquito-veils and strong leather gloves. Heavy luggage should be left behind, as the porters on the *morkar* ('portages', or necks of land between the lakes), are only bound to carry 17 Kil. (37 lbs.) of luggage. Enquiry as to the route had better be made beforehand of the Tourists' Union at Stockholm (p. 307), especially if the traveller intends returning by a different route, or going W. to Bodö or E. to Gellivare (comp. pp. 390, 391). Those who limit their tour to the great Edefors and the Porsifors can easily reach the Lapland railway at Murjek (p. 387).

We spend the previous night at *Boden* (p. 380), and as the trains do not suit we take skjuts to Hednoret. In 20 min. we reach the broad and rapid *Lule-Elf*, and cross it by ferry (10-15 min.; 50 ö., incl. vehicle going and returning). A drive of 1/2 hr. more brings us to the steamboat-pier at —

Hednoret (p. 380; no inn; no rfmts. in steamer). The voyage (to Edefors 57 Kil., daily except Sun., in 8-9 hrs.; 3 kr.; Kom. 464) up the broad *Lule-Elf* is very attractive. On the left bank (that is, to our right) are *Bredåker*, then *Svartla*, the first station. Next, on the right bank, is the church of *Åminnet*. The second station is *Harads* (left bank), with a new church, opposite which, prettily situated, are the buildings of the *Bodträskfors Co.*, to which the surrounding district belongs. The banks now become steeper and sandy. The terminus of the steamer is —

Nedre Edefors (*Edefors Turist-Hot.*, R. 2, B. or S. 1 1/4, D. 2 kr., plain, but good), finely situated on the left bank of the Lule-Elf, which higher up forms the superb **Edefors*, consisting of a series of seething cataracts 2 Kil. long, with a total fall of 72 ft. The falls are best surveyed from the great iron bridge spanning the river (reached in 7 min. by following the road for 200 paces and then turning to the left). Below the bridge are salmon-fishing appliances. — For next day we order by telephone (30 ö.) a vehicle from Vuóllerim to meet us at Storbacken (see below).

We walk by the road up-stream to (1/2 hr.) the huts of *Öfvre Edefors*, above the rapids, where we embark in a steam-launch for Storbacken (20 Kil., in 2-2 1/2 hrs.; 1 1/2 kr.). A pleasant trip on the tranquil dark river. Wooded banks, but few dwellings. Wild ducks abound. Our destination is —

Storbacken (no inn), on the right bank, the first place in the Swedish Lappmark. The vehicle ordered from Vuóllerim awaits our arrival (to Vuóllerim 1 1/2 kr.). The road leaves the river and leads chiefly through wood and uphill, to the gårds of —

9 Kil. *Vuóllerim* (328 ft.; Gästgifvaregård, R., B., S. 1 1/2 kr. each, rustic), at the forking of the roads to Jockmock and Murjek, about 1 Kil. from the *Lilla Lule-Elf*, which falls into the Stora Lule-Elv some kilometres to the E.

From Vuóllerim to Murjek (19 Kil.; skjuts in 2 3/4 hrs.; fare 3 1/4 kr.). The new road winds down to the Lule-Elf and crosses it by an iron bridge below the confluence of the Lilla and Stora Lule-Elf. By the bridge the river forms the grand **Porsifors*, which an island divides into two falls. The road winds up the left bank, looking back on the deep river-bed, and then leads through sparse wood. — *Murjek*, see p. 390.

The road to Jockmock (45 Kil.; skjuts to Koskats 2 kr. 40 ö., thence to Jockmock 4 kr.) passes *Pöjerim*.

18 Kil. *Koskats* (tolerable quarters), above the lake of that name. Then a descent through solitudes and burnt forests to the Lilla Lule-Elf, and across the Arctic circle, passing gård *Smeds* on the right bank: on the opposite bank we see *Mattisudden*.

27 Kil. **Jockmock** (840 ft.; *Rhénman's Inn*, good), an important tourist-centre, with church and doctor. The name means 'rapids'; the Lappish name is *Tålvatis* (winter-market).

Near it the Lilla Lule-Elf has two great falls, within 4 Kil. from its efflux from the Vaikijaur. The **Akkatsch Fall* is reached in about 1 hr. by the road N. to the '1 Mil-stolpa', and then to the right for 10 min. more in the direction of the roar. The best view is from below, especially before noon. The *Kajtum Fall*, 20 min. N.E. (guide advisable; 50 ö.), is divided into two parts by an island; the half on the right bank only is accessible. The Vaikijaur is 847 ft. above the sea; the river below the Kajtum Fall is 712 ft.

From Jockmock to the Harsprång, 43 Kil., and thence to Abborträsk (p. 391), 38 Kil., a fatiguing expedition of 2 days (guide and provisions essential). 1st. Day. We drive to (1 hr.) *Luspe*, at the efflux of the Lilla Lule-Elf from the *Vaikijaur* (see below); cross the lake by boat ordered in advance) to (20 min.) the hamlet of *Vaikijaure* (850 ft.) on the N.E. bank; walk to the (14 Kil.) *Anajaur* (955 ft.); cross that lake by boat; and walk to (6 Kil.) *Ligga* (784 ft.; tolerable quarters). — 2nd Day. We walk up the right bank of the river to (14 Kil.) the tourists' hut at the **Harsprång** ('hare's leap'; Lapp. *Njommelsaska*), the lowest of the magnificent cataracts and falls of the Stora Lule-Elf soon after its exit from the Great Lulesjö (Stora Luleträsk; 1215 ft.). The total height of the rapids, spread over a length of 2 Kil., is 246 ft.; the chief fall has a sheer leap of 99 ft.; all around are wild untrodden forests. — We next row across the river, then walk by a hilly road to (14 Kil.) *Porjus* (1188 ft.; good quarters), by the pretty *Porjus Falls*, close to the efflux of the Stora Lule-Elf from the long S. bay of the Stora Lulesjö. Thence to (15 Kil.) the *Mellersta Stubba* (2120 ft.), across that mountain, and by the route indicated at p. 389 to *Abborträsk*. — If the second night is spent at Porjus, we may reach *Kaltisluokta* (p. 389) on the 3rd day.

From Jockmock to *Kvickjock* (128 Kil.) the facilities for travelling by land and by water are so great that the journey may be made in one day. For steamers and motor-boats comp. Kom. 465. We first drive (skjuts 2 kr. 25 ö.) by a new road, past *Saskam* on a S. bay of the *Vaikijaur* (847 ft.; *jaur*, lake), to —

13 Kil. *Junkarhällan*, by the *Purkifors*, the effluent of the *Purkijaur* (893 ft.). A motor-boat conveys us up the lake (75 ö.), past several islands, of which the *Purkiholm* is inhabited, to —

7 Kil. *Gladvik*, at the N. end of the Purkijaur. The next stage is by skjuts (1 kr.).

5 Kil. *Randijaur*, at the S. end of the lake of that name (929 ft.). A steamer plies up the *Randijaur* (2 kr.) to its N.W. end, near which we have a view of the *Parkijaurfors*.

13 Kil. *Parkijaur* (tourists' hut), where we land, lies on a *morka* (neck of land) between the Randijaur and the Parkijaur. We walk across this neck (1 Kil.; porter 50 ö.), and next take the motor-boat up the *Parkijaur* (958 ft.; 75 ö.) to —

10 Kil. *Björkholmsmårka*; then walk across the 'morka' (2 Kil.; porter 50 ö.) to *Björkholmen*, a steamboat-pier on the *Skalkajaur* (968 ft.; coffee and food obtainable). Fine view of the lake as far as the mountains to the W., the Kabla, and the Pårtefjällar. — The steamer (4½ kr.) passes the islands *Unna Rihtasuolo* and *Stuor Rihtasuolo* (suolo, island), and then *Granudden*, on the S. bank.

Stemming the strong currents, it next reaches *Tjåmotes*, on the lake of that name (975 ft.), up which we steer to the further end, in view of the Kabla to the N.

45 Kil. *Njavvi* (tolerable quarters). — We next walk (3 Kil.; porter 1 kr.) to the *Saggatjaur* (994 ft.; 272 ft. deep), on which another steamer conveys us to Kvickjock (in 2½ hrs.; 3 kr.). On the S. bank of the lake the *Predikstol* on *Mt. Ailates* is conspicuous. On the N. bank rises the *Njanja* (3117 ft.), and farther on is the waterfall *Kådjojock*. The upper reach of the lake bends to the N., and we now have a superb view of the Kvickjock Mts., from the *Pårtefjällar* E. to the *Stoika* W. Passing the island of *Storholm*, we steer up the broad mouth of the *Kamajock*, joined on the W. (left) by the *Turrejock*. The alluvial banks of both rivers ('Kvickjock Delta') are remarkably well wooded.

30 Kil. **Kvickjock.** — Inn kept by *Nilsson*, the agent of the Swedish Tourists' Union, with 5 rooms, good and not dear; interesting visitors' book. — Members of the Union (p. xxiii) who purpose making long expeditions may here borrow a tent, maps, and a *kwosma*, or canvas-boat for crossing rivers.

Kvickjock (1066 ft.), comprising half-a-dozen red-painted houses, a little church, and a parsonage (post-office), owes its foundation in the 18th cent. to a silver-mine, long since closed, and its name (Lapp *Kuöikajock*, rapid brook) to the rapids on the Kamajock. The midnight sun is visible here as long as at Bodø (see p. 218), notably from the top of the **Snürak* (2569 ft.; 2½ hrs. there and back by a marked path, but guide useful), which rises to the E. The *Prinskullen* (2434 ft.), to the N.W., on the right bank of the Kamajock, affords a fine view of the delta and the Saggatjaur. As to the view from the *Vallispiken* (4554 ft.; a day there and back), on the slope of which the Prinskullen rises, there are different opinions (see visitors' book).

Longer Excursions, as by the *Ruoteware Malmberg* to the *Luottohjöklar*, to the *Pårtefjällen*, etc., will be found in the guide-book of the Tourists' Union. — To the *Stora Sjöfall* and *Gelliware*, see p. 391.

From Kvickjock to Bodø. Four days, three being rough walking, with brooks and rivers to ford, not feasible before the end of July, on account of the snow. Swedish tourists protect their feet with 'bandskor'. Enquiries should be made at the Swedish Tourists' Club (p. 307). Workmen act as guides to the Tarra Hut, but travellers should ascertain at Kvickjock whether the Norwegian *Sørensen* (p. 221), the guide (30 kr.) for the stage between the Tarra Hut and Furulund (Sulitelma, p. 221), is to be found at the Tarra Hut; if not, they should wait at Kvickjock. — 1st Day. Row 3 Kil. up the Tarrajock; then walk through wood to (ca. 6 hrs.) *Njunjes* (fair quarters, kept by Erik Holmborn, a Lapp, who corresponds with educational institutions in England and Germany, and has a good collection of butterflies, insects, stuffed birds, eggs, etc.): then walk in about 5 hrs. to the *Tarrasjö*, and on it row to the old and (2 Kil. further) the new *Tarra Hut* of the Tourists' Union. — 2nd Day (the most trying). Cross the Varvek river by boat (but, if none available, walk 3 hrs. round, as the river can only be forded higher up). Then walk through the Lapland Alps and over the fjeld to the (10-15 hrs.) *Varvek Hut* (very poor). — 3rd Day. Walk to the *Piskijaur* and through the *Lairodal* to the *Lommijaur* and *Furulund* (p. 220), in about 10 hrs.

67. From Luleå by Gellivare to Narvik.

473 Kil. Railway (Swedish state-railway to *Riksgränsen*, 434 Kil.; then Norwegian state-railway). From Luleå to (205 Kil.) *Gellivare*, two trains daily in 7-10 hrs. (1st cl. 7½, 2nd cl. 5 kr.); from Gellivare to *Narvik* (268 Kil.) one passenger train daily, stopping for the night at Kiruna, and several goods-trains with 3rd cl.; also Lapland express, three times a week, from Boden to Narvik in 11 hrs., from mid-June to end of Aug. (p. 378; 1st and 2nd cl.; dining and sleeping-cars). — This line serves almost exclusively for the transport of iron-ore. It traverses monotonous forest, but becomes more attractive beyond Kiruna. — The importation of spirituous liquors into the Lappmark is forbidden.

From Luleå to (36 Kil.) *Boden*, see p. 380. We at first traverse cultivated land, then wood. 55 Kil. *Ljuså* (92 ft.); 76 Kil. *Sandträsk* (551 ft.); to the right, on the other side of the lake, is the pretty country-seat of Col. Bergmann; 96 Kil. *Lakaträsk* (551 ft.); 108 Kil. *Näsbery*. About 4 Kil. farther, boards on each side of the line mark the frontier of the *Lappmark*.

123 Kil. *Murjek* or *Muorjek* (791 ft.; rfmts.; very fair Gästgifvaregård with skjuts-stat., 2 min. above the rail. stat.). To the Porsifors and Vuóllerim, see p. 187.

The train, 1000 ft. above the sea-level, now crosses the *Arctic Circle*, indicated by notices. 135 Kil. *Polcirkeln*. We cross the *Råne-Elf*. 157 Kil. *Nattavara* (1057 ft.) is 4 Kil. from the settlement of that name ('vara', Finnish for mountain). Isolated heights rise above the plateau, and the Dundret (see below) soon becomes visible on the left. 184 Kil. *Ripats* (1368 ft.). We pass *Villa Fjällnäs*, owned by Col. Bergmann.

205 Kil. **Gellivare.** — Jernvägs-Hotel, at the back of the station, very good; Gästgifvaregård, same landlord, R. from 2, D. 2 kr., plain. — *Post & Telegraph*, *Doctor*, and *Chemist*.

Gellivare (1178 ft.), with its new church and pleasant houses, is prettily situated on the *Våsarajärvi* (Finnish for 'hammer lake'; Lapp. *Vådtjerjaure*), a lake from which the *Våsara-Elf* issues. To the S.W. of the station is the disused Lapp chapel, in which Per Högström (p. 385) once preached, with an old cemetery adjoining.

The hill of ***Gellivare-Dundret** (2700 ft.; 67° 11′ N. lat.), 5 Kil. to the S.W., affords an excellent view of the midnight sun (lowest by mid-European time at 11.39) from 5th June to 11th July. The ascent takes 1½-1¾ hr. (adult guide, 3 kr., unnecessary). From the new church we go S., across the railway; then, near the old Lapp chapel (on the right), we turn to the left and cross the Våsara-Elf by a wooden bridge. Next, bearing to the right, we ascend past the garden of Villa Fjällnäs, and at the end of it pass through a turnstile. The path, distinct for the most part, now leads through scanty and at places swampy woods (where gnats abound), and lastly follows the barren slope to the right to the *Refuge Hut* on the top. The view ranges over an immense forest-clad plateau, broken by a few isolated hills and dotted with lakes; to the W. stretches a

range of snow-mountains, from (S.) the Sarjek to (N.) the Adnetjåkko. The Dundret is formed of gabbro, with layers of apatite (p. 7).

A branch-railway runs N. from Gellivare to (6 Kil., in 15-20 min.) the **Malmberg,** a famous iron-mountain, at the foot of which has sprung up a busy little town (1375 ft.; Gästgifveri, plain; pop. 7000), presenting quite an 'American' appearance, with its churches, schools, post and telegraph offices, banks, and stores. The original wooden huts have mostly been replaced by stone houses.

The mountain, covering an area of about 60 acres, consists of gneiss, in which the ore is embedded in nearly vertical veins. It is overgrown with pines and birches, except the three peaks, which are bare (2024 ft.). Its mineral wealth has been known since the 18th cent. After many attempts at exploitation, the last of which were made by British companies since 1869, the state purchased from the latter the railway to Luleå, begun by them in 1884, and completed it. The mines now belong to the *Gellivara Malmfällt*, a company which employs about 2000 hands in summer and 1600 in winter. Twelve mines are now being worked. The oldest, the *Hertigen (af Östergötland)-Grufva*, 5 min. from the railway-station, consists of an 'upper' and a 'lower' mine. The shaft at the end of the latter affords an idea of the geological structure of the mountain. The chief 'upper' mines are the *Thingvalla-Grufva* and the adjacent *Kong-Oskars-Grufva*, to which a line of rails ascends (5 Kil.; follow the rails). The ore contains 55-66% of pure iron, mingled with apatite, which is removed in the 'Skreda'. Tickets of admission to the mines are issued at the director's office.

From Gellivare to Kvickjock, a trying and costly expedition of 6-7 days over lakes and mountains. Equipment, see p. xxiii. Guides and porters at the tariff of the Tourists' Union are scarcely obtainable, and the boats of the Union for crossing the lakes are not always to be found. — 1st Day. Row up the *Vásaraträsk* (5 Kil.) and walk to (16 Kil.) *Abborträsk* (1431; decent quarters). — 2nd Day. Walk over marshy land by 'spångningar' or boarded paths, to the (14 Kil.) *Mellersta Stubba* (2120 ft.), cross the mountain, and go N.W. (not S.W., which is the way to Porjus and the Harsprång, p. 388) to (15 Kil.) *Sjaunjaluokta* (luokta, bay) on the *Stora Lule Träsk* (1214 ft.), and row on that lake to (25 Kil.) *Kaltisluokta* (very fair quarters). — 3rd Day. Row to (25 Kil.) *Jaurikaskaluokta*, walk across the 'morka' (2 Kil.) while the boat is being towed up the rapids, row again on the *Langasjaur* (1230 ft.), to *Saltoluokta* or *Aholuokta*, and walk to the (13 Kil.) tourist-hut by the ***Stora Sjöfall** (Lapp. *Ádna Muorkekårtje*), the grandest waterfall in Sweden next to the Harsprång (p. 388). The whole water of the *Kårtjejaur* here falls in two leaps into the Langasjaur, 131 ft. below. The view from the *Juobmotjåkko* (3911 ft.), N. of the lake, is said to repay. — 4th Day. Row back to *Saltoluokta*, on the S. bank of the lake, and walk to (23 Kil.) the tourists' hut on the *Situojaur* (2083 ft.). — 5th Day. Row over the lake and cross the mountain-plateau to (10 Kil.) *Aktsek*, on the picturesque *Laidaure* (1634 ft.), cross that lake, and walk to (17 Kil.) the tourists' hut on the *Sjabatjakka Lake* (1628 ft.). — 6th Day. Row down the lake, walk to the *Stuor Tata* lake, cross it, and walk to (18 Kil.) *Kvickjock* (p. 389).

The Railway from Gellivare to Narvik on the Ofotenfjord, constructed in 1898-1903 for the mineral traffic, is the northmost

in the world. As far as Kiruna it runs through a monotonous region of lake and swamp. 224 Kil. *Sikträsk* (1293 ft.). We ascend more rapidly and at (251 Kil.) *Harrå* reach the highest point on the line (1828 ft.). Just beyond (263 Kil.) *Fjällåsen* we cross the *Kajtum-Elf*. Low birch-scrub now succeeds the pine-forests. 291 Kil. *Kalix-fors* (1520 ft.) lies on the S. bank of the *Kalix-Elf*, which the train crosses.

The Tourists' Union has built a club-hut (10 beds at 2 kr., but no food) 2 Kil. from this station. The ascent of the **Kebnekaise** (6964 ft.), the highest mountain in Sweden, takes 4-5 days from the hut and back. Guides, tent, and glacier equipment are essential. Refuge-hut at the foot of the mountain. Enquire of the Union at Stockholm (p. 307).

305 Kil. **Kiruna** (1657 ft.; *Jernvägs-Hot.*, with restaur., by the station, R. from 2½ kr., good; *Privat-Hot.*, 2 min. distant, R. from 2, S. 1½ kr., plainer), the second station where the slow trains stop for the night (comp. p. 378). The well-built town (pop. 3000), which owes its origin to the railway, lies on the Luossajaur, at the foot of the *Kirunavara* (2458 ft.), the mines in which are worked by a company. The lode of iron-ore runs N. and S., 50-160 yds. wide. From the upper part of the town a miners' railway, with electric traction, in conjunction with a cable-tramway, ascends to the mines, and may be used by visitors with permission of the officials. The ore contains up to 70% of iron. Most of it goes by Narvik to Emden in Germany, and thence to the great iron-works in the Ruhr district. To the N. rises a second mineral-mountain, the *Luossavara* (2392 ft.; there and back 2 hrs.). a fine point of view, from which the midnight sun is visible from 3rd June to 13th July.

A road leads E. from Kiruna to (18 Kil.) the long lake of *Jukasjärvi*, on whose E. bank lies the old town of that name. The S. effluent of the lake is the Torne-Elf. Among savants who have penetrated to this point are *Regnard*, who came in 1681, *Linnæus* in 1732, and *Maupertuis* and *Celsius* in 1736. Regnard's memory is preserved here by four interesting Latin verses which he wrote in the sacristy of the church, ending with: 'hic tandem stetimus nobis ubi defuit orbis'.

The country becomes more hilly. To the left we see the Kebnekaise (see above) and other snow-mountains. Trees are dwarfed to low birch-scrub. 336 Kil. *Rensjön* (1605 ft.). The train then winds down to (356 Kil.) *Torneträsk* (1290 ft.), not far from the *Lake of that name (1122 ft.; 71 Kil. long), which is drained by the Torne-Elf (p. 394) and served by a motor-launch. The train skirts its S. bank, affording a succession of views of its vast expanse. — 376 Kil. *Kaisepakte;* 388 Kil. *Stordalen;* 398 Kil. *Abisko* (1273 ft.), passing-place and coaling-station for all the trains.

40 Kil. **Abisko Turist-Station** (1296 ft.), a summer resort, with a large Hotel of the Tourists' Union (3 houses; R. 1½-3, B. or S. 1, D. 1¼ kr., bath 75 ö.; plain, but good; no wine or spirits; advisable to bespeak rooms in height of summer), a good centre for excursions. Extensive view of the Torneträsk and the Lapland Mts. Just below the hotel the *Abiskojock*, which the train crosses, forms a cañon-like gorge.

Excursions (requiring mosquito-veils, strong leather gloves, strong shoes, and gaiters): N.W., ascent of the *Nuolja* (3934 ft.), with guide. 4-5 hrs. there and back, or with descent to Björkliden 5-6 hrs. (see below; better in the reverse direction). — S., ascent of the snow-clad *Somaslaki* (5778 ft.), with guide, 12-14 hrs. there and back, fatiguing, but not difficult. — To the Lapp camp, 1½ hr. S. of stat. Kaisepakte (p. 392), to which we go by rail (with guide). — The expedition to the *Kebnekaise* (p. 392), from Abisko and back, takes 8-10 days.

A tunnel of 963 yds. carries the train through the hill of *Nuolja*, and a high viaduct crosses the *Låktajock*, which near its influx into the Torneträsk forms the pretty *Silfverfors* (½ hr.'s walk from the next station). — 407 Kil. *Björkliden*. Below, to the right, at the W. end of the lake, is the *Pieskenjurka*, a tongue of land 3½ Kil. long, on which the Lapps have a camp. We leave the Torneträsk and pass through the *Fornehamn Tunnel* (589 yds.). The rocks all around have been worn by the action of ancient glaciers. Long palings and galleries of timber protect the line from snow-drifts. Vegetation almost ceases. 427 Kil. *Vassijaur* (1683 ft.), on the lake of that name, has a tourists' hut (bed 2 kr.; no food) and a meteorological-seismographical station. A short tunnel pierces the watershed (1945 ft.) between the Baltic and the Atlantic and brings us to the Swedish frontier-station —

434 Kil. **Riksgränsen** (1706 ft.), with its large covered hall and the *Jernvägs Hot. & Rest.* (R. from 2½, B. or S. 1½, D. 2 kr.). Custom-house for passengers from Norway.

The Norwegian part of the line *(Ofotenbane)* winds down through numerous short tunnels. The scenery is now strikingly picturesque. We cross the *Norddal* by a viaduct 198 yds. long and 131 ft. high. Between the tunnels we have glimpses of the deep valley and of the *Sildvikfind* (4452 ft.). Beyond (447 Kil.) *Hundalen* (1240 ft.) we obtain a striking glimpse of the *Rombake Fjord*, a bay of the Ofotfjord, far below. The line descends the abrupt slope on the S. side of the fjord through many tunnels. Trees now appear. Below (463 Kil.) *Strømsnes* (581 ft.) the fjord, to the right, is curiously narrowed by two jutting tongues of land. 469 Kil. *Dybvik* (151 ft.). One more short tunnel.

473 Kil. *Narvik* (p. 227). Custom-house for passengers from Sweden.

68. From Luleå to Haparanda by Sea.

100 Kil. Steamer in 9-12 hrs. (fare 7 or 5 kr.). Comp. p. 391.

Luleå, see p. 386. — Our vessel steers through the *Svartösund*, passing three large salmon fisheries, and keeping within the Skärgård. Some steamers touch at *Strömsund*, the harbour of *Råneå*, others at *Töre* on the *Törfjärd*, and nearly all at —

Karlsborg, on the estuary of the *Kalix-Elf*, the port of Neder Kalix. On the island of *Sandholmen*, opposite the harbour, is the bathing-place of *Nordanskärs*. From Karlsborg steam-launches ply

N. up the river to (10 Kil.) the little town of *Neder Kalix* (Gästgifvaregård), to which some of the smaller Baltic steamers also ascend. Cataracts of the Kalix-Elf, see p. 380.

We now steer to the N. of the *Seskarö*, an island where the merchants of Haparanda have country-houses, and soon reach —

Salmis, the harbour of Haparanda, 11 Kil. from the town. Carriage (1-2 pers. 2 kr.) not always to be had. The steam-launch (1 kr.), after a long circuit, ascends the *Torne-Elf*. To the right rises the conspicuous domed church of Torneå in Finland.

Haparanda (*Stads-Hot.*, with rest.; pop. 1360), a tidy little town, with broad but unpaved streets, lies on the swampy W. arm of the *Torne-Elf*, the E. arm of which has been the main channel since 1820. The name is said to be Finnish, 'Haapa-ranta', 'shore of aspens'. By the river is a modest *Public Park*, with a view of Torneå and its domed church. The church of Haparanda, on a hill to the W., overlooks the broad valley.

A long timber-bridge (toll 10 ö.; passport unnecessary) crosses the old river-bed to —

Torneå, Finnish *Tornio* (*Nykterhets-Värdshus*, 'temperance inn'; *Stads-Hot.*, good; pop. 1600), in the Russian grand-duchy of Finland. The town, founded by Gustavus II. Adolphus but ceded to Russia by the peace of 1809 (p. lvi), has a less thriving and modern appearance than Haparanda. Pretty walks to the old church, N.E., and to the *Greek Chapel* on the S. A fine summer night on the bank of the *Torne-Elf*, which washes the E. side of the town, will not soon be forgotten.

The seaport of Torneå is *Röyttä*, to the S., with a saw-mill.

Railway from Torneå to *Uleåborg* in Finland, 134 Kil., see *Baedeker's Russia* (in German only).

A road, with 'fast' skjuts-stations, leads from Haparanda up the right bank of the Torne-Elf, through a well-tilled country, pretty at places, by (17 Kil.) *Kukkola*, (18 Kil.) *Körpikylä*, (16 Kil.) *Päkilä* with the church of *Hietaniemi*, (4 Kil.) *Koivukylä*, (8 Kil.) *Niemis*, and (21 Kil.) *Ruskola*, to (3 Kil.) *Matarengi* (inn), near the church of *Öfver Torneå*. The **Avasaxa** (748 ft.; ascent 3/4 hr), on the opposite side of the river, at the influx of the *Tengeli*, affords a view of the midnight sun from 22nd to 25th June. Refuge-hut at the top, where the names of numerous visitors are engraved on the rocks. The gårds of Hannuka and Juuso afford quarters for the night. — The road quits the river and ascends: 15 Kil. *Kunsijärvi*, 19 Kil. *Ruokojärvi*, 22 Kil. *Pirtiniemi*, 11 Kil. *Ohtanajärvi*, 22 Kil *Sattajärvi*, 16 Kil. *Pajala*. We here rejoin the Torne-Elf, which has a fall, 62 ft. high, at the iron-works of *Kengis Bruk*, 7 Kil. E. — From this point we may return to Haparanda by boat on the river, which receives the *Muonio-Elf* a little lower down. — Up the Muonio-Elf to *Karesuando*, see R. 36.

8
9
10
11
12
13
Kristiansand
Kristiania
Göteborg
Skagerrak
Skagens Horn
Skagen
Frederikshavn
Aalborg
Limfjord
Kattegat
Anholt
Læsø
Hirtshals
Ålbæk
Jerup
Løkken
Blokhusene
Vendsyssel
Hanstholm
Bulbjerg
Hjørring
Aggersborg
Thy
Mors
Nykjøbing
Salling
Nissum Bredning
Lemvig
Struer
Thyborøn
Nissum Fj.
Holstebro
Viborg
Skive
Hobro
Mariager
Randers
Mariager Fjord
Randers Fjord
Hadsund
Grenaa
Djursland
Ebeltoft
Aarhus
Silkeborg
Hammel
Ringkjøbing
Skjern
Brynup
Skanderborg
Horsens
Vejle
Fredericia
Kolding
Esbjerg
Ribe
Sejerø
Kalundborg
Slagelse
Korsør
Helsingør
Helsingborg
Landskrona
Lund
Malmö
Trelleborg
Ystad
Kristianstad
Karlskrona
Ronneby
Kalmar
Oskarshamn
Visby
Gotland
Jylland
Fyn
Sjælland
Lolland
Falster
Bornholm
Ronne
Hasle
Gudhjem
Svaneke
Nexø
Christiansø
Skjelskjør
Frederikshavn
Hirtshals
Sæby
Aalborg
Viborg
Randers
Aarhus
Horsens
Vejle
Kolding
Esbjerg
Ribe
Haderslev
Aabenraa
Sønderborg
Flensburg
Rendsburg
Kiel
Lübeck
Wismar
Rostock
Stralsund
Greifswald
Stettin
Swinemünde
Ystad
Trelleborg
Malmö
Helsingborg
Landskrona
Halmstad
Varberg
Falkenberg
Laholm
Båstad
Helsingborg
Ängelholm
Hälsingborg
Göteborg
Kungsbacka
Lindholmen
Tjörn
Marstrand
Strömstad
Fredrikstad
Sandefjord
Larvik
Arendal
Kristiansand
Mandal
Lindesnes
Farsund
Flekkefjord
Egersund
Stavanger
Haugesund
Bergen
Florø
Stadt
Kristiansund
Molde
Ålesund
Sognefjord
Hardangerfjord
Jæderen
Lister
Lindesnæs
Skudenæs
Utsire
Feie
Fair Isle
Shetland
Orkney
Pentland Firth
Wick
Aberdeen
Dundee
Edinburgh
Leith
Berwick
Newcastle
Sunderland
Hartlepool
Whitby
Scarborough
Hull
Grimsby
Boston
Lincoln
Peterborough
Cambridge
Norwich
Yarmouth
Lowestoft
Harwich
Ipswich
Colchester
Maldon
Southend
Sheerness
Chatham
Gravesend
London
Tilbury
Margate
Ramsgate
Deal
Dover
Folkestone
Hythe
Rye
Hastings
Eastbourne
Brighton
Worthing
Littlehampton
Bognor
Chichester
Portsmouth
Southampton
Lymington
Poole
Weymouth
Portland
Lyme Regis
Exmouth
Dawlish
Teignmouth
Torquay
Plymouth
Falmouth
Penzance
Land's End
Scilly Isles
Lundy
Ilfracombe
Barnstaple
Bideford
Clovelly
Hartland
Bude
Padstow
Newquay
St Ives
Cardiff
Newport
Swansea
Tenby
Milford Haven
Fishguard
Aberystwyth
Barmouth
Pwllheli
Holyhead
Anglesey
Menai Strait
Bangor
Conway
Rhyl
Liverpool
Birkenhead
Chester
Wrexham
Shrewsbury
Ludlow
Hereford
Gloucester
Bristol
Avonmouth
Weston-super-Mare
Burnham
Minehead
Lynmouth
Porlock
Dunster
Taunton
Bridgwater
Glastonbury
Wells
Bath
Salisbury
Winchester
Basingstoke
Reading
Oxford
Banbury
Coventry
Birmingham
Wolverhampton
Stafford
Stoke-on-Trent
Crewe
Manchester
Salford
Bolton
Wigan
Preston
Blackpool
Fleetwood
Lancaster
Morecambe
Barrow-in-Furness
Whitehaven
Workington
Maryport
Carlisle
Gretna
Dumfries
Stranraer
Portpatrick
Ayr
Troon
Irvine
Ardrossan
Largs
Greenock
Port Glasgow
Dumbarton
Helensburgh
Rothesay
Campbeltown
Oban
Fort William
Mallaig
Skye
Portree
Kyle of Lochalsh
Stornoway
Lewis
Harris
Uist
Barra
Tiree
Coll
Mull
Iona
Staffa
Tobermory
Ardnamurchan
Point
Rhum
Eigg
Canna
Muck
Inverness
Nairn
Forres
Elgin
Buckie
Banff
Macduff
Fraserburgh
Peterhead
Stonehaven
Montrose
Arbroath
Carnoustie
Broughty Ferry
Perth
Stirling
Falkirk
Grangemouth
Kirkcaldy
Dunfermline
Queensferry
Musselburgh
Dunbar
Eyemouth
Berwick-upon-Tweed
Alnwick
Amble
Blyth
Tynemouth
South Shields
Jarrow
Gateshead
Durham
Darlington
Stockton-on-Tees
Middlesbrough
Redcar
Saltburn
Whitby
Robin Hood's Bay
Filey
Bridlington
Withernsea
Hornsea
Beverley
Goole
Selby
York
Harrogate
Ripon
Leeds
Bradford
Halifax
Huddersfield
Wakefield
Doncaster
Rotherham
Sheffield
Chesterfield
Mansfield
Newark
Grantham
Stamford
Peterborough
Ely
Bury St Edmunds
Newmarket
Thetford
King's Lynn
Wisbech
Spalding
Boston
Skegness
Mablethorpe
Louth
Grimsby
Cleethorpes
Scunthorpe
Gainsborough
Retford
Worksop
Nottingham
Derby
Burton-upon-Trent
Uttoxeter
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Dudley
Walsall
Birmingham
Solihull
Warwick
Leamington
Coventry
Rugby
Northampton
Kettering
Wellingborough
Bedford
Luton
Hitchin
Stevenage
Hertford
Watford
Harrow
Wembley
Willesden
Hampstead
Highgate
Finsbury
Islington
Shoreditch
Whitechapel
Stepney
Poplar
Limehouse
Deptford
Greenwich
Woolwich
Plumstead
Erith
Dartford
Gravesend
Rochester
Chatham
Sheerness
Faversham
Whitstable
Canterbury
Herne Bay
Margate
Ramsgate
Deal
Sandwich
Dover
Folkestone
Hythe
Romney
Rye
Winchelsea
Hastings
Bexhill
Eastbourne
Seaford
Newhaven
Brighton
Shoreham
Worthing
Littlehampton
Bognor
Chichester
Havant
Portsmouth
Gosport
Fareham
Southampton
Eastleigh
Romsey
Andover
Salisbury
Amesbury
Devizes
Marlborough
Swindon
Cirencester
Tewkesbury
Gloucester
Ross
Monmouth
Chepstow
Newport
Cardiff
Barry
Penarth
Bridgend
Port Talbot
Neath
Swansea
Llanelli
Carmarthen
Haverfordwest
Milford Haven
Pembroke
Tenby
Saundersfoot
Fishguard
Cardigan
Aberystwyth
New Quay
Aberaeron
Aberdovey
Barmouth
Harlech
Portmadoc
Pwllheli
Nevin
Abersoch
Criccieth
Porthmadog
Beddgelert
Caernarvon
Bangor
Menai Bridge
Beaumaris
Holyhead
Amlwch
Cemaes
Llanfairfechan
Penmaenmawr
Conway
Llandudno
Colwyn Bay
Rhyl
Prestatyn
Mold
Flint
Connah's Quay
Shotton
Queensferry
Chester
Ellesmere Port
Neston
Hoylake
West Kirby
Wallasey
Birkenhead
Liverpool
Bootle
Crosby
Southport
Ormskirk
Wigan
Leigh
Atherton
Bolton
Bury
Rochdale
Oldham
Manchester
Salford
Eccles
Swinton
Pendlebury
Stockport
Altrincham
Sale
Urmston
Stretford
Trafford Park
Warrington
Widnes
Runcorn
Frodsham
Northwich
Winsford
Middlewich
Sandbach
Crewe
Nantwich
Whitchurch
Wem
Shrewsbury
Oswestry
Llangollen
Wrexham
Ruabon
Chirk
Ellesmere
Market Drayton
Newport
Wellington
Telford
Ironbridge
Much Wenlock
Bridgnorth
Kidderminster
Stourport
Bewdley
Worcester
Droitwich
Evesham
Pershore
Tewkesbury
Cheltenham
Gloucester
Stroud
Dursley
Berkeley
Thornbury
Chepstow
Monmouth
Ross
Hereford
Leominster
Ludlow
Bridgnorth
Much Wenlock
Telford
Shifnal
Wolverhampton
Dudley
Walsall
Birmingham
Solihull
Warwick
Leamington
Coventry
Rugby
Daventry

NORDFRIESISCHE INSELN
SCHLESWIG-HOLSTEIN
FYEN
SJÆLLAND
LAALAND
FALSTER
MØEN
OSTSEE
HANNOVER
MECKLENBURG
Fanö
Rømø
Föhr
Amrum
Hooge
Kalligen
Pellworm
Nordstrand
Helgoland
Sylt
List
Lakolk
Kirkeby
Tondern
Apenrade
Flensburg
Schleswig
Eckernförde
Friedrichstadt
Rendsburg
Husum
Meldorf
Friedrichskoog
Neumünster
Heide
Itzehoe
Kiel
Eckernförde
Probstei
Heiligenhafen
Oldenburg
Preetz
Plön
Lütjenburg
Neustadt
Grossenbrode
Fehmarn
Fehmarn Sund
Nakskov
Sandvig
Sakskjöbing
Rödby
Rödby Fjord
Rödby Havn
Rysted
Gedesby
Stat Gedser
Gedser Odde
Darsser Ort
Zingst
Bergen
Damgarten
Ribnitz
Barth
Stralsund
Rügen
Warnemünde
Seebad Heilgendamm
Doberan
Rostock
Tribsees
Grimmen
Tessin
Poel
Neu Bukow
Schwaan
Gnoien
Obage
Wismar
Bützow
Güstrow
Laage
Malchin
Malchow
Kleinen
Rehna
Grevesmühlen
Lübeck
Travemünde
Segeberg
Bramstedt
Stormarn
Ahrensbök
Eutin
Oldesloe
Ratzeburg
Schönberg
Kaltenkirchen
Glückstadt
Elmshorn
Otterndorf
Cuxhaven
Ritzebüttel
Brunsbüttel
Neuwerk
Marne
Meldorf
Sankt Michaelis Donn
Friedrichskoog
Tönning
Garding
Husum
Bredstedt
Süd Bhurun
Nordschl Meiche
Wrh Dagebüll
Westerland
Keitum
Munkmarsch
Hörup
Klixbüll
Viöl
Tingleff
Tondern
Lügum Kloster
Ladelund
Rödding
Ribe
Christiansfeld
Sönderho
Wandrup
Sunderskov
Middelfart
Nyborg
Korsör
Odense
Stige
Assens
Tommerup
Faaborg
Svendborg
Lundeborg
Ringe
Nyborg
Stat Snoek
Vordingborg
Fensmark
Orehoved
Kjöge
Ringsted
Slagelse
Skelskör
Vasstved
Haslev
Faxe
Faxe-Havn
Faxe-B.
Præsto
Vordingborg-Kalkhuse
Svinö-B.
Stubbekjöbing
Grön-Sund
Helsingör
Helsingör-Klint
Hjelm-B.
Kjöge B.
Hvidkjöbing
Agerskjöbing
Maribo
Nakskov
Sandhuling
Sakskjöbing
Rödby
Rödby Fjord
Rödby Havn
Rysted
Gedesby
Stat Gedser
Gedser Odde
Darsser Ort
Zingst
Fehmarn
Fehmarn Sund
Burg
Heiligenhafen
Oldenburg
Probstei
Eckernförde
Kiel
Schönberg
Preetz
Plön
Lütjenburg
Neustadt
Grossenbrode
Ahrensbök
Eutin
Oldesloe
Ratzeburg
Travemünde
Segeberg
Bramstedt
Stormarn

69. Copenhagen and Environs 395
70. From Copenhagen to Helsingør 421
71. Bornholm 426
72. From Copenhagen by Kalundsborg to Aarhus . . . 427
73. From Copenhagen to Hamburg by the Danish Islands . 428
74. From Odense to Svendborg, Langeland, Laaland, Falster, and Møen 430
75. From Fredericia to Frederikshavn. Jutland. . . . 432
76. From Aalborg on the Limfjord to Thisted and viâ Viborg to Langaa 435

69. Copenhagen and its Environs.

Arrival. By Sea. Steamers from British and German ports, and from Gotenburg, Stockholm, and Christiania land at the *Toldbod* (Pl. 44; M, 4); those from Danish ports at the *Kvæsthus-Bro* (Pl. M, 5); the steam-ferry from Malmö (p. 260) at the *Frihavn* (free harbour; Pl. M, 1); other steamers from Malmö, and those from the Swedish towns on the Sound, at the corner of the Havne-Gade and Nyhavn (Pl. L, 6). To Klampenborg and Helsingör, see p. 421. *Porter* ('Drager') for carrying a trunk to the custom-house, and thence to a cab, 30-50 ø.; for luggage over 56 lbs., more in proportion. — By Railway. Luggage booked through to Copenhagen from abroad is reclaimed at the custom-house. Porter for carrying a trunk to cab 25-30 ø. — Cab Tariff, see p. 396. — Railway Stations: *Main Station* (Pl. G, 7), for all trains except to N. Zealand; *North Station* (Pl. G, 6), for N. Zealand, Helsingborg, Gotenburg, and Christiania; *Holte Station* and *Klampenborg Station* (Pl. G, 6), *East Station* (Pl. K, L, 3) and *Slangerup Station*, to the N. E., at the end of the Nørrebro-Gade, are for local traffic. — Steamboat Offices: *Forenede Dampskibs-Selskab* (to Newcastle, London, Hull, Stettin, Kiel, Gotenburg, Christiania), Kvæsthus-Gaden 9, corner of the St. Annæ-Plads (Pl. L, M, 6); *C. K. Hansen* (to Hull and Leith), Toldbodvei 5; *C. Krarup* (Swedish companies), Amalie-Gaden 31 (Pl. L, M, 4, 5).

Hotels (all with restaurants; English spoken at most; electric light, lift and baths at the larger houses; in the busy season it is advisable to engage rooms beforehand). *Angleterre (Pl. a; K, 6), Kongens-Nytorv 34, owned by an English company and fitted up in modern style, R. 3½-6½, B. 1¼, L. 3, D. 2½ or 4½ kr. — *Phœnix (Pl. b; L, 5), Bred-Gade 37, corner of Dronningens Tvær-Gade, R. 3-5, B. 1, L. 2, D. 3-6½ kr., good French cuisine. — *Kongen af Danmark (Pl. c; K, 6), corner of the Holmens-Kanal and Niels-Juels-Gade, R. 2½-6, B. 1, L. 2, D. 3½ kr.; Monopol (Pl. e; K, 6), Kongens-Nytorv, corner of the Vingaards-Stræde, R. from 2, B. 1, L. 2, D. 2½-3½ kr.; *Cosmopolite (Pl. f; K, 5), corner of Gothersgade and Store Kongensgade, R. 2½-5, B. 75 ø., L. 2, D. 2-3, pens. 7-10 kr.

Near the Main Railway Station: *Bristol (Pl. 1; H, 6, 7), a comfortable new house in the Raadhus-Plads, R. from 3½, B. 1¼, L. 2½, D. 2½-3½ kr.; Brt. Hot. National (Pl. h; H, 7), Vesterbro-Passage, R. 2½-5, B. 1, L. 3½ kr., with favourite restaur.; *Dagmar (Pl. 50; H, 7), corner of the Jernbane-Gade and Vestre Boulevard, R. 3-6, B. 1, L. 2½, D. 2½-3½ kr.; Cosmopole (Pl. i; H, 7), Raadhus-Plads 55, R. 2½-4, B. 1, L. 1, D. 2-3½ kr.; Savoy Hot., Vesterbro-Gade 34 (Pl. G, 7), R. from 2, commended; Turist-Hot. (L. k; H, 6). Vestre Boulevard 8, corner of Studie-Stræde, good, R. 2-3½ kr.; Hot. Hafnia (Pl. p; H, 6), Vestervold-Gade 23, R. from 2, B. 85 ø., D. 2 kr.;

Jernbane-Hot., Jernbane-Gade 7 (Pl. G, H, 7), R. 1½-2½, B. ¾, D. 1½-2½ kr. Hot. Borella, Hovedvagds-Gade 6, R. 1½-2 kr., well spoken of; Kong Frederik (Pl. o; H, 6), Vestervold-Gade 25, R. 2-2½, B. ¾, D. 1½-2 kr. — Missions Hot., Helgolands-Gade 4 (Pl. G; 7, 8), R. 1.20 to 2.45, B. ½, D. 1-1½ kr.; Temperance Hotel, Vesterbro-Gade 41, R. from 1¼, D. 1 kr.

Near the Harbour: *Gr. Hôt. Nilson (Pl. g; L, 6) corner of the Holbergs-Gade and Peder-Skrams-Gade, R. 2-4, B. ¾, D. 1½-2½ kr.; Germania & Continental, Havne-Gade 55, corner of Nyhavn, R. 1½-3, B. ¾, D. 1½-2 kr.

Restaurants. **Rest. Continental*, Østergade 1 (Pl. K, 6); *Industri*, Industri-Bygning (Pl. H, 7); *Café de la Reine*, by the Dronning-Louises-Bro (Pl. G, 4); *Kongelige Skydebane*, Vesterbro-Gade 59, a little out of the way, good, D. 1½-3 kr.; at the *Tivoli*, p. 397; *Peter a Porta*, Nygade 6; **Langelinie Pavilion* (p. 420), D. 3 or 5 kr. — Vegetarian: *Sana*, Løvstræde 8, by the post-office (Pl. I, 6). — *Automatic*, in the main streets.

Cafés and Confectioners. Best in the Kongens Nytorv: *Angleterre*, see p. 395; *Continental*, corner of Østergade; *A. Porta & Co.*, Kongens Nytorv 17 (ladies' room). — In the Strøg (p. 400): *Teesalon*, Østergade 50 (ladies); *Schucani & A. Porta*, Store Kjøbmager-Gade 18; *Otto*, Amagertorv 23 (ladies); *Bernina*, Vimmelskaftet. In the Raadhus Plads: *Bristol*, etc. — *Andersen's* 'strawberry cellar', Amagertorv 27 (Jordbær med Fløde 50 ø).

Cabs (taximeter): 1-4 pers., up to 1600 metres 50 ø.; each 500 m. more 10 ø.; at night double. Trunk 15 ø., small articles free.

Tramways (*Sporveie*, mostly electric; cars, *Sporvogne;* fare 10 ø., incl. '*Omstignings-billet*' or transfer. Two companies: 'Københavnske' and 'Frederiksberg' Sporveie. The chief centres are the Raadhus-Plads (p. 399; Pl. H, 7) and the Kongens-Nytorv (p. 401; Pl. K, 5, 6).

1. *From the Fredriksberg-Allé to Strandvejen:* Zoological Garden (p. 420; Pl. A, 7, 8), Fredriksberg-Runddel (p. 420; Pl. C, 7), Vesterbro-Gade (p. 420), Vesterbro-Passage (p. 399; Tivoli), *Raadhus-Plads* (p. 399; Pl. H, 7), Storm-Gade (Pl. I, 7; Prindsens Palais, p. 405). Slotsholmen (Thorvaldsen Museum, p. 403), Holmens-Bro (p. 403), *Kongens-Nytorv* (p. 401; Pl. K, b), Bredgade (p. 418; Pl. L, 5), East Station (Pl. L, 3), Trianglen (Pl. I, 1), Hellerup (p. 420), Charlottenlund, and Klampenborg (p. 421).

2. *From Valby to Sundby:* Søndermarken (p. 420; Pl. B, C, 8), Zoological Garden, and as above to the Holmens-Bro and the *Raadhus-Plads* (p. 399), then through the Slotholms-Gade (Exchange; p. 403) to Christianshavn, Amager, and Sundby (Pl. M, N, 9).

3. *Frihavn* to Trianglen, *Blegdamsvej*, and *Enghave-Plads* (Pl. K, I, H, 1, 2, 3, to D, E, 9).

4. *Raadhus-Plads* (p. 399; Pl. H, 7), Rail. Stations (Pl. G, 6), W. of the Ørstedspark and Botanic Gaden, Sølvtorv (Pl. I, 4; Museum of Art), Triangeln (Pl. I, 1), and Strandvei (see Line 1).

5. *Brøndshøj* (Assistents-Kirkegaard, Pl. E, F, 3). Dronning-Luises-Bro (Pl. G, H, 4), then as Liné 2 to Christianshavn, and over the Langebro to Sundby (Pl. K, 8, 9).

6. *Vestre Kirkegaard* (Pl. D, 9), Istedgade, Stormgade, and then as Line 1 by Kongens-Nytorv to Triangeln (see above).

7. *Kongens-Nytorv* (Pl. K, 6), Gothersgade, Rosenborg (Pl. I, 5), Dronning-Luises-Bro (Pl. G, H, 4), *Assistents-Kirkegaard* (Pl. E, F, 3).

8. *Assistents-Kirkegaard* (Pl. E, F, 3), Dronning-Luises-Bro, Rail. Stations, and *Raadhus-Plads* (Pl. H, 7), Lange-Bro (Pl. I, 8), and *Amager Boulevard*.

9. *Christianshavn* (Pl. L, M, 8), Knippelsbro (Pl. K, 7), *Kongens-Nytorv* (Pl. K, 6), Bredgade, Østbanegaard (Pl. K, L, 3), and *Frihavn*.

10. *Kongens-Nytorv* (Pl. K, 6), Gothersgade, Rosenberg, Museum of Art, and *Fredensbro* (Pl. H, 3)

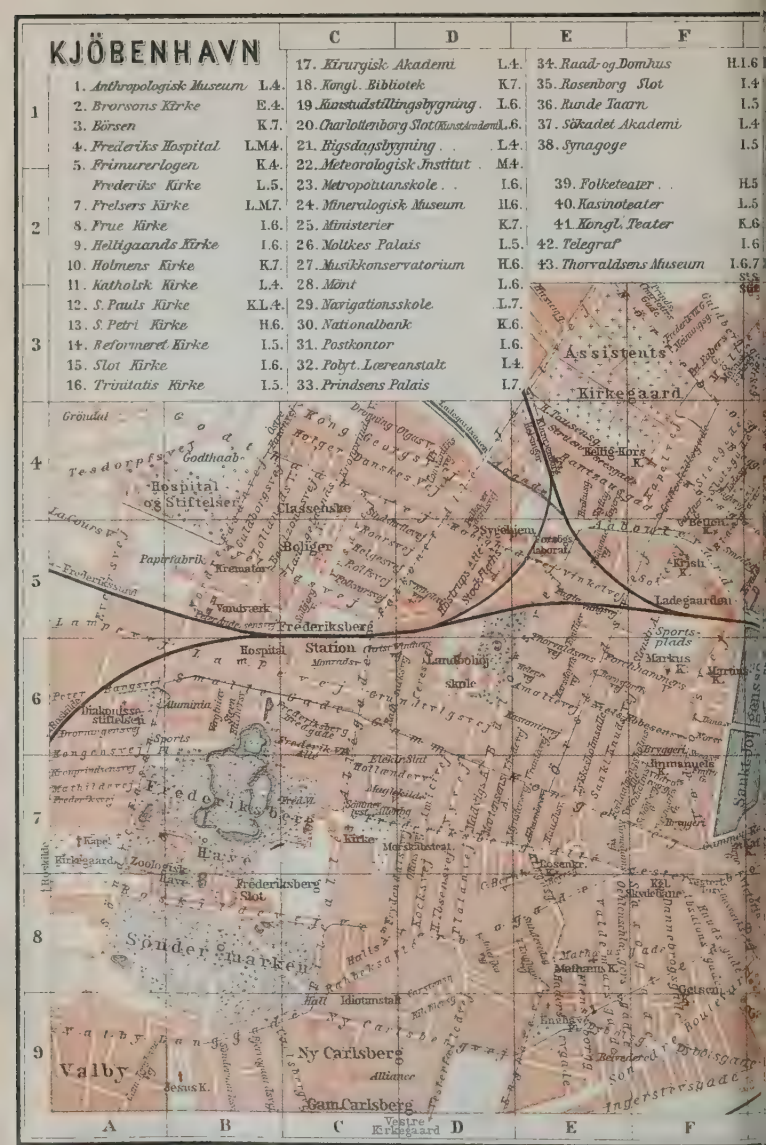
11. Horse-tram: *Gammeltorv* and *Ørstedspark* (Pl. H, 6, 5).

12. Omnibus: Christiansborg, Højbroplads, and Dronning-Luises-Bro.

The Frederiksberg Co. (red cars) have lines: **H.** Godthaabsvej (Pl. B-D, 4), *Raadhus-Plads* (Pl. H, 7), Vesterbro-Gade, Gammel-Kongevej (Pl. F-C, 7, 6), Smalle-Gade, and *Zoological Garden* (Pl. A, 7). **T.** *Frederiksberg Runddel* and *Nørrebro Runddel*, through the Falkoner-Allé and the Jagtvej (Pl. C, 7 to E, 3). - **O.** Omnibus from the Raadhus-Plads to Kongens Nytorv through the Strøg (p. 400).

KJÖBENHAVN

1. *Anthropologisk Museum*	L.4.	17. *Kirurgisk Akademi*	L.4.	34. *Raad- og Domhus*	H.I.6
2. *Brorsons Kirke*	E.4.	18. *Kongl. Bibliotek*	K.7.	35. *Rosenborg Slot*	I.4
3. *Börsen*	K.7.	19. *Kunstudstillingsbygning*	L.6.	36. *Runde Taarn*	I.5
4. *Frederiks Hospital*	L.M.4.	20. *Charlottenborg Slot (Kunstakademi)*	L.6.	37. *Søkadet Akademi*	L.4
5. *Frimurerlogen*	K.4.	21. *Rigsdagsbygning*	L.4.	38. *Synagoge*	I.5
Frederiks Kirke	L.5.	22. *Meteorologisk Institut*	M.4.		
7. *Frelsers Kirke*	L.M.7.	23. *Metropolitanskole*	I.6.	39. *Folketeater*	H.5
8. *Frue Kirke*	I.6.	24. *Mineralogisk Museum*	H.6.	40. *Kasinoteater*	I.5
9. *Helligaands Kirke*	I.6.	25. *Ministerier*	K.7.	41. *Kongl. Teater*	K.6
10. *Holmens Kirke*	K.7.	26. *Moltkes Palais*	L.5.	42. *Telegraf*	I.6
11. *Katholsk Kirke*	L.4.	27. *Musikkonservatorium*	H.6.	43. *Thorvaldsens Museum*	I.6.7
12. *S. Pauls Kirke*	K.L.4.	28. *Mönt*	I.6.		
13. *S. Petri Kirke*	H.6.	29. *Navigationsskole*	L.7.		
14. *Reformeret Kirke*	I.5.	30. *Nationalbank*	K.6.		
15. *Slot Kirke*	I.6.	31. *Postkontor*	I.6.		
16. *Trinitatis Kirke*	I.5.	32. *Polyt. Læreanstalt*	L.4.		
		33. *Prindsens Palais*	I.7.		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Hospital og Stiftelser
Classenske
Boliger
Papirfabrik
Krematorium
Vandværk
Frederiksberg Station
Hospital
Landbohøj skole
Frederiksberg
Have
Kirke
Frederiksberg Slot
Sønder Boulevard
Sønder Anlæg
Idiotanstalt
Ny Carlsberg
Gam. Carlsberg
Vestre Kirkegaard
Valby
Jesus K.
Sygehus
Bremen
Kristi
Ladegaardsø
Sports-plads
Markus K.
Mariæ
Immanuels
Rosenborg
Kgl. Livgarde
Mathæus K.
Søetsen
Bevtved
Sønder Boulevard
Grøndal
Godthaab
Tesdorpsvej
Kirkegaardsvej
Frederiksberg Allé
Smallegade
Peter Bangsvej
Aluminia
Sports
Kapel
Zoologisk Have
Kirkegaard
Marskbanestræt
Fletcher Stat
Hollænderi
Bredgade
Kongensvej
Frederiksberg Runddel
Frederiksberg Have
Valby Langgade
Valby Bakke
Jernbane
Bredgade
Bryggeri
Bryggeri
Sønder Boulevard
Ingerslevsgade
Vodroffsvej
Rahbeksvej
Rolighedsvej
Rosenørns Allé
Rosenørns Have
Rahbeks Allé
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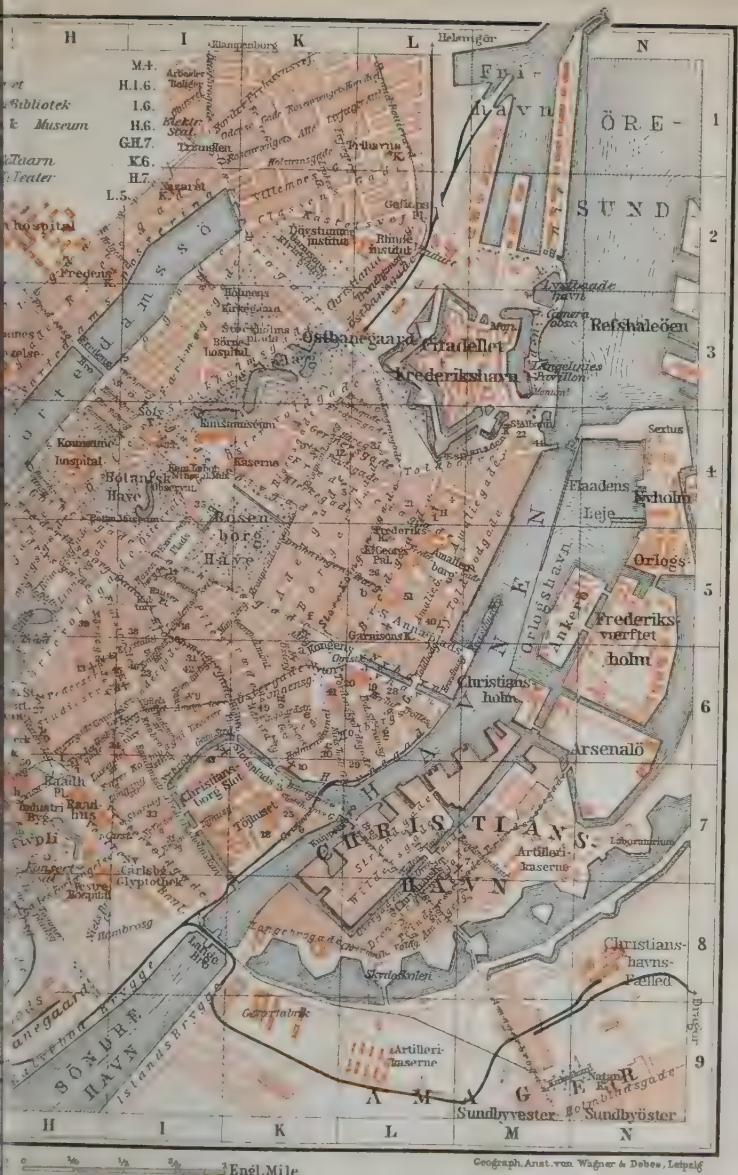
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Refshaleöen
Østbanegaard
Citadellet
Frederikshavn
Kommune
Hospital
Botanisk
Have
Rosen
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Kaserne
Flaadens
Isholm
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Orlogs
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Christians
holm
Arsenalö
Raadhus
Christians
borg Slot
Tøjhuset
CHRISTIANS
HAVN
Artilleri
kaserne
Christians
havns
Fælled
Sundbyvester
Sundbyöster
Engl. Mile
Geograph. Anst. von Wagner & Debes, Leipzig

Motor Boats (10 ø.) from Kongens-Nytorv (Pl. K, 6): to *Christianshavns Torv* (Pl. L, 8); to the *Højbro* (Pl. K, I, 6; p. 401); to the *Nye Frihavn* (Pl. M, 1, 2).

Baths. *Badeanstalt Kjøbenhavn*, Studie-Stræde (Pl. H, 6). — *Sea Baths* at many places on the Strandvej (tramway No. 1); bath 20, towel 5-10 ø. The farther out, the clearer the water.

Post Office (Pl. 31; I, 6), Store Kjøbmager-Gade 33; week-days 8 a.m. to 9 p.m.; Sun. 8-9 a.m., 12-2, and 5-7 p.m.; poste restante in the front building, to the right. — **Telegraph,** same building, entered from the Valkendorfs-Gade.

Shops. *Royal Porcelain Factory*, Amagertorv 10 (founded in 1772; since 1882 owned by a company, see p. 399). — OBJECTS OF ART: *Bing & Grøndahl*, Amagertorv 8; *V. Winkel & Magnussen*, Højbro-Plads 7; *Brix*, Østergade 26; *Ipsens Enke* (terracottas), Amagertorv 5. — DANISH INDUSTRIES (*Kunstflids-Forening*), Niels Hemmingsens-Gade 8, for the sale of Danish, Icelandic, Greenland, and W. Indian wares. — DANISH GLOVES: good and not expensive shops in the Østergade and Kjøbmager-Gade.

Booksellers. *A. F. Höst & Son*, Bred-Gade 35 (Pl. L, 5); *G. C. Ursin's Efterfølger*, Kjøbmager-Gade 8, by the Østergade (Pl. I, K, 6); *V. Tryde*, Østergade 3, by the Kongens-Nytorv (photos); *G. E. C. Gad*, Vimmelskaftet 32; *Lehmann & Stage*, Løvstræde 8; *With. Prior*, by the Round Tower (p. 401); *S. Michaelsen's Efterfølger*, Frederiksborg-Gade 1 (Pl. H, 5).

Banks. *Nationalbanken*, Holmens-Kanal 17 (Pl. K, 6); *Privatbanken*, by the Exchange (Pl. 3; K, 7); *Landsmandsbanken*, Holmens-Kanal 12.

Theatres. *Royal Theatre* (Pl. 41, K, 6; p. 410), from 1st Sept. to 31st May: drama, opera, ballet. Charges (sometimes increased 50-100 per cent): front stalls 3½, second stalls 2¾, pit 2, dress-circle 3 kr. — *Dagmar Theatre* (Pl. 50; H, 7), Jernbane-Gade. — *Casino Theatre* (Pl. 40; L, 5), Amalie-Gade 10. — *Folke-Teater* (Pl. 39; H, 5), Nørre-Gade 31. — Tickets may be ordered in advance at the newspaper-stalls (fee 10 ø.).

The Tivoli (Pl. H, 7), founded in 1843, is one of the largest and oldest popular places of recreation, and presents a lively scene, especially in the evening. It combines a pleasure-garden with concert-room, theatre ('Glas-Salen', 50 or 25 ø.), pantomime-theatre, 'variétés' (½-1 kr. extra), switch-back, peep-shows, and several restaurants: *Concert-Sal Rest.* (D. 2 or 3½ kr.), *Wivel's Palmenterrasse* (D. 2, 2½, 3 kr.), *Rest. Nimb* (cold viands), *Mygind's Taarnpavillon* (D. 1½, 2, 3 kr.). Adm. to concert-room 50-75 ø.; free to holders of dinner-tickets (exact sum to be tendered; exchange obtained at the 'Byttekontor' outside); programme 10 ø. — Other places of amusement are: the *Scala* in the Gr. Hôt. National (p. 395); many in the Frederiksberg-Allé (p. 420); *Circus Orlando*, Jernbane-Gade. See the heading 'Forlystelser' in the newspapers.

Legations and Consulates. British Minister: *Sir Alan Johnstone*, Bred-gade 26; American Minister, *Hon. Thos. J. O'Brien*, Bred-Gade 30. — British Consul, *L. C. Liddell*, Holbergs-Gade 28; American Consul-General, *Fr. R. Mowrer*, Holbergs-Gade 26.

English Church (*St. Alban's*), in the Esplanade, between the citadel and the custom-house (Pl. F, 3, 4); services at 11 a.m. and 4 p.m.

Tourists' Agent: *J. Prahl*, Hôt. d'Angleterre, from Th. Cook & Son. — The *Dansk Reisebureau*, Christen-Bernikovs-Gade 1 (between the Gammelmynt and Østergade; Pl. K, 6), organizes excursions in the environs (5-20 kr.). — The *Danske Turistforening*, Ny-Østergade 7 (Pl. K, 6), gives information gratis on tours in Denmark (office-hours 9-4, in winter 10-3). — *American Express Co.*, Kongens-Nytorv 8.

Admission (comp. 'Erindringsliste' in the Berlingske Tidende, as the hours vary)

Arsenal (p. 403), Sun. and Wed., from May to Sept., 1-3, free.

Art Museum (p. 413), daily except Mon.: pictures 11-3; casts 10-3, Sun. 12-4; engravings Tues. & Frid., 11-2.

Botanical Garden (p. 412), daily from 1 till dusk; hot-houses and palm house, 1st April to 31st Oct., daily 2-6.

Frederiks-Kirke (p. 418), week-days 9-12; dome all day in summer (25 ø.).
Danish Folke-Museum (p. 400; Pl. G, 7), daily 10-3; 50 ø.; catalogue 50 ø.
**Glyptothek, Ny-Carlsberg* (p. 407), daily 10-5, in winter 1-4; 50 ø.; Sun. & Wed. free.
Industrial-Art Museum (p. 406), Sun., Wed., Thurs. 12-3 and 7-9; Tues. & Frid. 7-9 only; Sat., 12-3.
Library, Royal (p. 403), week-days 12-2, reading-room 10-3; closed 23rd June to 22nd July and 23rd July to 22nd Aug. respectively.
Markets. Vegetables and Fish, Højbro-Plads and Gammelstrand (Pl. K, I, 6), 6 a.m. to 3 p.m.; Cattle (*Kvægtorv*; Pl. G, 8), with abattoir, busiest on Thursdays.
**National Museum* (Prindsen-Palais, p. 405). From June to Sept.: 1. *Danish Collection*, daily except Mon., 12-3; in Sept. Sun. 12-3, Tues. & Sat. 1-3. — 2. *Ethnographical Collection*, Sun. 12-3, Tues. & Sat. 10-1; in Sept. Sun. 12-3, Tues. & Sat. 10-12. — 3. *Collection of Antiquities*, Sun. 12-3, Tues. & Frid. 1-3; in Sept. Sun. 12-3, Frid. 1-3. — 4. *Coins and Medals*, Mon. & Frid. 12-2. — From Oct. to the end of May the first three collections are only open on Sun. 12-3, and on one week-day 12-2; the coins on Mon. only, 12-2.
Panoptikon, Vesterbro-Gade 3, near the Tivoli, daily, 11-7 (1 kr.).
Picture Gallery, Moltke's (p. 418), 1st Apr. to 31st Oct., Wed. 12-2. Strangers admitted at other times on application the day before.
**Rosenborg Palace* (p. 412), 1st June to 31st Oct. daily, 10-3 (1 kr.); closed on first Tues. of every month; April and May, Sun. 10-3, Mon., Wed., Frid. 11-2 (50 ø.); 1st Nov. to 31st March, Sun. 11-2, Tues. & Frid. 12-2 (50 ø.).
Round Tower (p. 401), daily 12-2 (10 ø); Wed. & Sat. 12-1, free.
**Thorvaldsen Museum* (p. 403), daily 10-3 (Oct.-Apr. 11-1); Mon., Tues., Thurs., & Sat., 50 ø.
Vor-Frue-Kirke (p. 400), week-days 9-11, in winter 10-11; at other times shown by the sacristan (Studie-Stræde 16; 1 kr.).
Zoological Garden (p. 420), daily, 50 ø.
Zoological Museum (p. 401), Sun. 11-2 and Wed. 12-2, free.

Chief Sights, if time limited: Vor-Frue-Kirke, Thorvaldsen Museum, National Museum, Ny-Carlsberg Glyptothek, Rosenborg Pal., Art Museum, view from Round Tower or from the Frederiks-Kirke, an evening at the Tivoli (p. 397); excursion to Frederiksborg (p. 422) and Helsingør (p. 424).

Copenhagen, Dan. *Kjøbenhavn*, the capital of the kingdom of Denmark and residence of the king, with 514,000 inhab., including the suburbs, lies in 55° 40′ 42″ N. lat., on both sides of the *Kalvebod-Strand*, a narrow and deep strait of the *Sound*, separating *Zealand* from the small island of *Amager*, and forming an excellent *Harbour*. The commercial harbour is separated from the war-harbour ('Orlogshavn') by a palisade. The city is fortified by outworks on the land and seaward sides. Among the great northern cities Copenhagen has the most historical character. Early in the 17th cent. Danish architecture, under the influence of the Dutch Renaissance, developed into a vigorous and independent style, known as 'Christian IV.' The palaces and châteaux of the 18th cent., and the buildings in the classical style imitated down to the middle of the 19th, are inferior. Since then the Christian IV. style has been revived, and is now being tastefully developed. Several of the art and science collections of Copenhagen are of the foremost rank.

Copenhagen was founded in the 12th cent. by Absalon, Bishop of Roskilde. It increased so rapidly through its trade, that King Christopher the Bavarian made it his capital and residence in 1443. Christian IV. (1588-1648; p. liv), the most popular of Danish kings, though unfortunate

in his wars against Sweden and Germany, was a wise ruler and a patron of industry and commerce (extending to E. India), of science and art, and greatly extended the city. In his reign were built some of the finest edifices in the city, as well as the fortifications which successfully defied the Swedes in 1658 and 1659, and the united British, Dutch, and Swedish fleets in 1700. The development of the city was greatly influenced by the 'Royal Law' of 1665, by which the Danish people and clergy, jealous of the power of the nobility, conferred absolute sovereignty upon King Frederick III. (1648-70; p. liv). Thence forward Copenhagen became more distinctly the material and intellectual centre of the nation. Christian V. (1670-99), who invited French artists to his court, improved the appearance of his capital by widening its streets and encouraging the erection of stone houses. Christian VI. (1730-46) founded the Royal Scientific Society in 1742-43, and Frederick V. (1746-66) the Academy of Art in 1754. The bombardment of the city and capture of the entire Danish fleet by the British, 2nd-5th Sept., 1807, in order to prevent it from falling into the hands of the French, put an end for a time to the naval power of Denmark. Since the Slesvik-Holstein wars of 1848-50 and 1864, the Danish dominions on the mainland have been limited to Jutland. Copenhagen is now the centre of more than half of the trade of the kingdom. The staple exports are butter (of an annual value of about 8 millions stg.), eggs, cattle and horses, hides, etc. Butter, eggs, ham, and bacon are chiefly sent to Great Britain, and horses, cattle, and meat to Germany. The shipping traffic of Copenhagen is very extensive. The harbour is entered annually by about 10,000 steamboats and over 8000 sailing-vessels. The industries are less developed, but the Royal Porcelain Factory (p. 397) has gained a high reputation for its excellence of form and colour, and has afforded a model for the rest of Europe.

a. Inner City.

On the annexed Plan of the Inner Town are printed the names of many buildings which are indicated on the larger plan by numbers only.

The old town, between the Kongens-Nytorv (p. 401) and the W. boulevards, which occupy the site of the former ramparts (Pl. K, H, G, 5), is the centre of business. The narrow, winding streets still recall the 18th and early 19th cent., but the old houses are gradually being displaced by new buildings, chiefly shops, some of which are architecturally interesting.

On the border line between the old town and the new quarters to the W., which are rapidly increasing in importance, lies the busy Raadhus-Plads (Pl. H, 7), the focus of the tramway traffic (p. 396). Near it is the chief *Railway Station* (p. 395). On the S. side rises the picturesque and monumental —

***Raadhus** (Pl. H, 7), the chief boast of modern Copenhagen, an imposing edifice in the Danish Renaissance style, built in 1892-1901 from designs by *M. Nyrop*, with richly articulated façades, round-arch friezes, limestone ornamentation, and decorative figures. Above the fine entrance-portal is a figure of Bishop Absalon (p. 398), in copper, by *Bissen*. At the E. angle is a tower 348 ft. high, with a copper roof and a chime of bells. One of the two inner courts has a glass roof, adapting it admirably for public meetings; the other contains a fountain by Skovgaard. A stroll through the corridors will be found interesting (enquire at the office by the chief entrance).

The Vesterbro Passage (Pl. H, G, 7), leading W. from the Raadhus, is the chief artery of the traffic to the suburb of Frederiks-

berg (see p. 420). On the left, at the end of the street, is the *Dansk Folke-Museum* (Pl. G, H, 7; adm., see p. 398), containing, among other curiosities, furnished rooms from citizens' and peasants' houses of the 17th-19th cent. (comp. p. 422). — To the N. of the Raadhus we may go, past the *Dagmar Theatre* (Pl. 50; H, 6, 7), to the Ørsted Park (p. 411). In front of the theatre rises a *Bronze Group* by Pedersen Dan, illustrating a poem by H. P. Holst: a Danish soldier carrying a boy who sounds the attack on his bugle.

The liveliest thoroughfare in Copenhagen is the line of streets running N.E. from the Raadhus-Plads to the Kongens-Nytorv, collectively known as the *Strøg* (streak, line). The first of these streets is the narrow *Frederiksberg-Gade*. In the Nytorv og Gammeltorv ('new and old market'; Pl. H, I, 6), on the right, is the *Raad-og Domhus* (Pl. 34; town-hall and law-courts), built by C. F. Hansen in 1815, bearing the initial words of the ancient Jutland Code: '*Med Lov skal man Land bygge*' ('with law one must establish the land'). Next come the *Ny-Gade* and *Vimmelskaftet*, both containing handsome new buildings, the *Amagertorv* (p. 401), and the *Østergade* (p. 401).

A little to the N. of the Strøg rises **Vor-Frue-Kirke** ('Church of Our Lady'; Pl. 8; I, 6), built by *C. F. Hansen* in 1811-27, in imitation of the classical style, and adorned with admirable marble *Statuary by *Thorvaldsen*. The tympanum of the portico contains the preaching of John the Baptist (bronze statues of Moses and David by Bissen and Jerichau). In the interior (adm. see p. 398) a Risen Christ and the Twelve Apostles (St. Paul only by the master himself), a Kneeling Angel holding the font, reliefs of the Bearing of the Cross, the Baptism, and Last Supper (these two in the side-chapels); above the alms-basins, by the entrance, Guardian Angel and Charity.

The View from the gallery of the tower (236 steps) is similar to that from the Round Tower (p. 401). The sacristan (to be found in the tower, 9-11 a.m.) lives at Larslei-Stræde 1 (adm. 25 ø.; for 4-12 pers. 1 kr.).

Nearly opposite the church portal is the old *Bishop's House*.

The Frue-Plads, to the N. of the church, is adorned with busts of famous Danish professors and scholars. It is boardered on the N. by the **University** (Pl. 45; H, I, 6), which was founded by Christian I. in 1479, re-organized in 1788, and now has five faculties, 56 professors, 27 lecturers, and 2000 students. The present building, erected in 1831-36 from designs by *Malling*, contains in the vestibule a David in bronze by *Mercié*, Apollo and Minerva, by *Bissen*, and mythological frescoes by *K. Hansen*. The frescoes in the large 'Solennitets-Sal', by *Marstrand*, *C. Bloch*, *W. Rosenstand*, and *E. Henningsen*, are from the history of the University (porter in the sunk-floor). — Adjacent, at the corner of the Fiol-Stræde, is the University Library (Pl. 46; I, 6), erected by J. D. Herold in 1857-61, with rich ornamentation, containing 325,000 vols. and

6500 MSS. (Scandinavian, early Persian, Indian, etc.; reading-room open 11-3 and 5-8).

Behind the University, in the KRYSTAL-GADE, is the large and well-arranged ZOOLOGICAL MUSEUM (Pl. 47; H, 6), containing a collection of skeletons of prehistoric animals, found in Denmark, and a separate section for whales (adm., see p. 398). — Near this is the German *Church of St. Peter* (Pl. 13; H, 6), with a pleasing tower of 1756, an interesting inner court, and old burial-chapels (sacristan, St. Peder-Stræde 9; fee ½-1 kr.). In the Larslej-Stræde, a little W., is the *German Realschule.*

The Krystal-Gade leads N.E. to *Trinity Church* (Pl. 16), with its **Round Tower** (*det Runde Taarn;* Pl. 36; I, 5; adm., p. 398), 18 ft. high, both built under Christian IV. The tower, ascended by a broad spiral passage, is famous for its admirable *VIEW of the city and environs and of the Swedish coast in the distance.

The KJØBMAGER-GADE (Pl. I, 6), with its numerous shops, leads S.E., crossing the Strøg, to the HØJBRO-PLADS (Pl. I, K, 6), a lively place during market hours. The fine equestrian *Statue of Bishop Absalon* is by W. Bissen, Jun. (1903). Beyond the Plads the *Højbro* leads to the palace-island (p. 402). — Past the N. side of the Plads runs the AMAGER-TORV, forming part of the Strøg (p. 400). No. 6 here, the oldest dwelling-house in Copenhagen, is a pleasing gabled building of 1616, restored in 1898. On the N. side of the Torv rises the *Helligaands-Kirke* (Pl. 9; I, 6), of the 18th cent., lately well restored. In the grounds we note a bronze group of Death and the Mother, by Hansen-Jacobsen, from Andersen's fable. A little N. of the church lies the Graabrødre-Torv, where the eye is struck with the showy façades of the houses.

The Amagertorv is prolonged E. by the ØSTERGADE (No. 54 in which is a gabled house of 1640), leading to the —

*KONGENS-NYTORV (*King's New Market;* Pl. K, L, 5, 6), a large Plads, laid out at the end of the 17th cent., and still the focus of fashionable life. In the centre rises the *Equestrian Statue of Christian V.*, cast in lead in 1688, and popularly called 'Hesten' (the horse). The Torv is surrounded with handsome buildings. On the S.E. side are the palace of Charlottenborg and the Royal Theatre (p. 402); between them, at the corner of the Tordenskjolds-Gade, are the *Foreign Office*, and further S., at the corner of the Holmens-Kanal (p. 402), the *Commercial Bank*, both built by C. F. Harsdorff (1735-99), court architect, who was trained in Paris and Rome. At the corner of the Bred-Gade are the *Thott's Palais*, of the late 17th cent., and the office (No. 6) of the *Standard Life Insurance Co.* (of London), showily built of Norwegian marble, by Arntzen (1895). On the W. side are the offices (Nos. 26-28) of the *Great Northern Telegraph Co.*, with a figure of Electra on the pediment, by S. Sinding.

The palace of **Charlottenborg** (Pl. 20; L, 6), begun by Count Gyldenløve in 1672, purchased in 1700 by Queen Charlotte Amelia, has been occupied since 1754 by the *Royal Academy of Art*. The hall for meetings contains portraits and busts. — Behind the palace is the *Art Hall* (*'Kunstudstillings-Bygning'*; Pl. 19; L, 6; adm. 9-6; 35 *ø.*), used for annual exhibitions from 1st April to 31st July, and containing a collection of casts. The valuable Hirschsprung Collection of pictures by Danish artists of the 19th cent., bequeathed to the State in 1902, is being stored till a suitable place is found for it. — Adjoining the palace opens the *Nyhavn*, a canal-like arm of the harbour, used by small vessels. Its quays are lined with old-fashioned gabled houses.

The **Royal Theatre** (Pl. 41; K, 6), a late-Renaissance building, was erected by *Petersen* and *Dahlerup* in 1872-74. Right and left of the entrance are bronze figures of two famous Copenhagen professors, *Holberg* (1684-1754), the creator of Danish comedy, by Th. Stein, and *Oehlenschläger* (1779-1850), the greatest Dahnish writer of tragedies, by Bissen. The vestibule contains marble statues of the poets J. Ewald (d. 1781) and J. H. Wessel (d. 1785). The foyer is adorned with a figure of Ophelia in relief, by Sarah Bernhardt, and with numerous busts.

The Holmens-Kanal, as the street to the S. of the theatre is called, leads past a bronze statue of the Danish naval hero *Niels Juel* (p. 429; d. 1697), the *Landmands Bank* (right; the old main building is by Harsdorff), and (left) the *National Bank* (Pl. 30; K, 6), to the *Holmens-Bro* (bridge), opposite the Christiansborg Palace (see below).

By the bridge, on the left, is the Holmens-Kirke (Pl. 10; K, 7), built early in the 17th cent., restored in 1872. The altar and pulpit are elaborately carved in wood (1661-62). A side-room contains the monuments of the naval heroes Niels Juel and Peter Tordenskjold (p. lv). The sacristan ('Kirkebetjent') lives at Laxen-Gade 16, corner of the Holmens-Gade. On the W. side of the church is a *Statue of Tordenskjold*, by Bissen.

b. Palace Island and its Environs.

The **Christiansborg Palace** (Pl. I, K, 7) rises in the Slotsholm, or 'palace-island', which forms the centre of the old town and was first fortified in 1168. The present building, by *C. F. Hansen*, replaces one erected by Christian VI. in 1733-40 and burned down in 1794, and was itself destroyed by fire in 1884. It is now being restored from plans by Thorv. Jørgensen. The chief façade on the E. side looks towards the Holmens-Bro, mentioned above. At the N. angle is the domed *Slots-Kirke* (Pl. 15; I, K, 6), built in 1826. The bronze *Statue of Frederick VII.*, on horseback, by Bissen, was erected in 1873. In the grounds around are allegorical figures of

G
H
I
K
L
M
4
5
6
7
Kunstmuseum
Polyteku. Læreanst.
Komune Hospital
Kem. Labor.
Mineral. Mus.
Kaserne
Observat.
Tycho Brahe
Botanisk Have
Bot. Labor.
Bot. Mus.
Slot Rosenborg
Exercerplads
Anders.
Garnisons Hosp.
Prins
Prim. Loge
Riesdags Byen
Russ. K.
Fredrikshavn
Fredriks Hosp.
Toldbodvej
Toldboden
Meteorol. Inst.
Esplanaden
Citadellet
Nyboder
Ørlogshavn
Amalienborg
Amalienborg Pl.
Moltkes Pal.
Loge
Kasino
Garnisons K.
Kongens Nytorv
Nyt. Teater
Mynt
Christians-holm
Grønlandsk Handels-Plads
Krøjers Pl.
Wilders Plads
Asiat. Kolon.
Christianshavn
Holmens Kirke
Holmens Pl.
Nat. Bank
Børs
Slot Christiansborg
Ridebane
Ministerier
Tøjhuset
Kaserne
Ruinerne
Glyptothek
Tivoli
Carstens
Basar
Cirkus
Rundhus
Industri Byen
Vartov
Bauegaard
Vandkunsten
Nordbane Stat.
Kanon-vej Stat.
Gammel Kongevej
Vesterport Stat.
Vesterbro Stat.
Vesterbro Pl.
Vesterbro Torv
Vesterbro Passage
Vesterbro Kirke
Vesterbro Kaserne
Ørsteds Park
Ørsted Stat.
Folke Teat.
Synag.
Trimt.
Kul-Torv
Norre Torv
Nørre Port
Nørre Voldgade
Nørre Farimagsgade
Nørre Allé
Nørre Boulevard
Nørre Søgade
Nørre Alle
Nørre Farimagsgade
Nørre Voldgade
Nørre Port

Strength, Wisdom, Health, and Justice (the last-named having been executed by Bissen), designed by Thorvaldsen, which flanked the portal of the palace before the last fire.

Behind the palace, to the S.E., is the **Tøjhus** (Arsenal), containing a collection of weapons and trophies (adm., p. 397). — In the Christiansgade, adjacent, is the **Royal Library** (Pl. 18, K, 7; adm., see p. 398), erected by Prof. *H. J. Holm* in 1898-1906. The collection of books, begun by Frederick III. about 1665, now numbers about 720,000 vols. and 20,000 MSS., including many Northern and Oriental. A selection of the most interesting MSS., books, and autographs is open to the public on week-days 12-2 in summer, and Tues. & Frid. 12-2 in winter (free).

On the quay, to the E. of the Christiansborg, rises the **Exchange** (*Børsen;* Pl. 3; K, 7), a picturesque building, erected in 1619-40 in the Dutch Renaissance style by *Hans von Steenwinkel*, and restored by L. Fenger in 1872-82, with gable-façades, numerous roof-gables, and a tower 167 ft. high, surmounted with four dragons with entwined tails. The hall, entered from the side next the palace, contains a statue of Christian IV. in bronze, by *Thorvaldsen*. The lower part of the building is occupied by shops, the upper by offices. Adm. daily 12-1.30 (fee); business-hour 2-3 p.m. (25 ø.).

The *Knippels-Bro*, behind the Exchange, crosses the harbour to the *Christianshavn* quarter (tram No. 2), where the curious tower of **Vor Frelsers Kirke** (*Church of Our Redeemer;* Pl. 7; L, M, 7), erected in 1749, is conspicuous (295 ft. high). A winding staircase (397 steps) outside ascends to the top. The view extends to the coast of Sweden. Adm. from 9 a.m.; sacristan ('Graver'), Prindsesse-Gade 40, on the S. side of the tower; 1-12 pers. 2 kr.

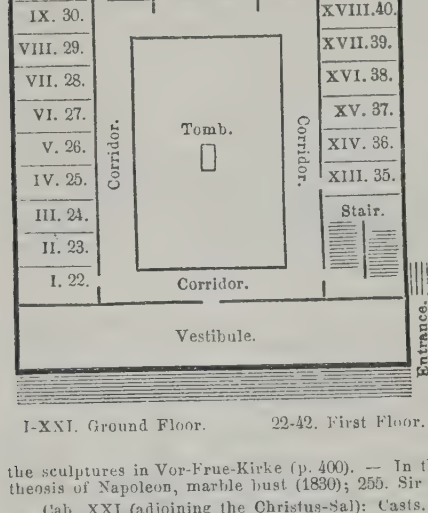
On the N.W. side of the Christiansborg is the ***Thorvaldsen Museum** (Pl. 43; I, 6, 7), a building erected in an antique style by *Bindesbøll* in 1839-47, containing a complete collection of the works of the greatest of Northern sculptors, *Bertel Thorvaldsen* (1770-1844). Born at No. 7 Grönne-Gade (Pl. K, 5), Thorvaldsen went to Rome in 1797 as a fellow of the Academy of Copenhagen and worked there with scarcely a break until 1838. He is famous as a reviver of antique art, modified by Germanic idealism. In the domain of idealistic relief he is unrivalled. Over the portico of the façade is a victor's quadriga in bronze, designed by Thorvaldsen and executed by *Bissen*. The other three sides of the building are adorned with scenes in plaster, by *J. W. Sonne*, representing the reception of the master at Copenhagen on his return from Italy in 1838, but now much damaged. Entrance by the S.E. side-door (comp. p. 398; Danish catalogue 35, others 45 ø.).

In the following survey the dates of the original works are given in brackets. The most important period in Thorvaldsen's career was between 1803 and 1819. Most of his later works, though designed by him, were executed by his pupils, and lack the master's direct touch. The portrait-figures are the least satisfactory. The museum contains about 200 statues and models, 130 busts, and 330 reliefs, most of them being either copies by pupils or casts. Of these a selection is given below. — The quadrangle in the centre contains the master's tomb.

Ground Floor. From the entrance-corridor we turn to the left into the VESTIBULE, which contains casts of monuments, notably two large figures on horseback: No. 128. Elector Maximilian I. of Bavaria (1833-34) and No. 123. Poniatowski (1827).

We return to the corridor and follow it to the left to the CABINETS.

Cabinet I: 40, 42. Ganymede (1805 and 1816). — Cab. II: 27. Cupid and Psyche (1804); *426. The Ages of Love (1824), one of the master's most famous creations. — Cab. III: 29. The Graces and Cupid (1819); 340. The Muses on Helicon, relief (designed 1804, altered 1816). — Cab. IV: 414. Winter (1823), 410, 412. Summer and Autumn (1811), reliefs. — Cabinet V: *51. Jason with the golden fleece (1802), the first execution of which in marble for Mr. Thos. Hope, an English lover of art, founded the master's fame; 489. Briseïs led away from the tent of Achilles (1803); 492. Priam begging the body of Hector from Achilles (1815); reliefs. — Cab. VI: 38. Hebe (1816). — Cab. VII: 6. Mars and Cupid (1810); 499. Hector with Paris and Helen (1809); 501. Hector's farewell (1837), reliefs. — Cab. VIII: 46. Hope (1818); *367, *368. Day and Night, famous reliefs (1815). — Cab. IX: 497. Athena awarding to Odysseus the arms of Achilles, relief (1831). — Cab. X: 4. Mercury as the slayer of Argus (1818). — Cab. XI & XIV: Portrait-busts, reliefs, etc.



I-XXI. Ground Floor. 22-42. First Floor.

The CHRISTUS-SAL contains the models of the sculptures in Vor-Frue-Kirke (p. 400). — In the CORRIDOR: 252. Apotheosis of Napoleon, marble bust (1830); 255. Sir Walter Scott.

Cab. XXI (adjoining the Christus-Sal): Casts. — Cab. XX: 162. Thorvaldsen, at the age of 70, leaning on a statue of Hope; 601. The Graces listening to the song of Cupid, relief (1821). — Cab. XIX: *176. Shepherd-boy (1817). — Cab. XVII. 53a. Adonis (1808); 480. Nessus and Dejaneira, relief (1814). — Cab. XVI: 22 A. Cupid triumphant (1814); 377-380. Four reliefs, Cupid as ruler of the elements (1828). — Cab. XIV: 41. Ganymede with the eagle of Jupiter (1817); 391, 417. Cupid groups (Cupid stung by a bee and complaining to Venus, charming; 1809). 130. Lord Byron (a cast); also reliefs of the master's later period (1830-33).

Upper Floor. — In the CORRIDOR: *508, 509. Alexander's Entry into Babylon (1811-12), a reduced and altered replica of the original in the Villa Carlotta on Lake Como; models and casts.

In CABINETS 22-31 is Thorvaldsen's collection of paintings, including works by *Overbeck*, *Cornelius*, *W. Schadow*, *Léopold Robert*, *Richter*, *Horace Vernet*, etc.; also statues by Thorvaldsen. In Cab. 23: 178a. Dancing girl. Cab. 24: Love triumphant (1823); Cab. 25: 173a. Georgina Russell ('la fanciulla'; 1814). Cab. 26: 180. Dancing girl (1837). Cab. 27. Cupid playing

the lyre (1819). Cab. 29. Cupid with the bow (1814). Cab. 31. Psyche (1811). Cabinets 32 and 33 contain Thorvaldsen's collection of engravings, drawings, and sketches. Cabinets 35-40 contain his collection of antiques, Cab. 41 his library, and Cab. 42 furniture from his apartments, and his bust, by *Bissen*.

On the Frederiksholms-Kanal, to the S.W. of Christiansborg, beyond the bridges, is the *Prindsens-Palais* (Pl. 33; I, 7), built about the middle of the 18th cent., and now containing the ****National Museum,** which embraces four sections: the Danish, the Ethnographical, the Antique, and the Numismatic. Adm., see p. 398.

We cross the court, in which two tombs of the flint period have been erected, to the —

1. *Danish Collection, founded in 1807 on the initiative of *Prof. Nyerup*, extended between 1816 and 1865 under *C. J. Thomsen* and in 1866-85 by *J. J. A. Worsaae* (d. 1885), and now under the direction of *Dr. Sophus Müller* and *Dr. V. Mollerup*. The chief departments are the *Prehistoric Collection* (down to about 1000 A.D.), in eight rooms on the ground-floor, probably the finest of the kind, and the *Historic Collection* (middle ages and modern times, down to 1660), in nine rooms on the first floor.

Ground Floor. — The Vestibule (catalogues for sale, Danish and German) contains Runic stones and Romanesque monuments. We turn to the left.

Flint Period (down to about 1500 B.C.). Room I. Earlier period. Rude tools and weapons of bone and flint, found in the prehistoric heaps of shells, table-refuse, etc., which occur on the Danish coast. In the centre is a section of one of these heaps. — II. Later flint period, that of the great stone graves: polished implements and tools, some beautifully executed and elegant in shape; chisels, saws, domestic utensils, grindstones. In a detached cabinet are amber ornaments. By the window, a flint axe, with the original wooden handle, and a sickle of flint and wood. — III. Daggers, lances, arrow-heads, battle-axes, and club-heads; objects found in sepulchres and stone coffins; richly decorated pottery.

***Bronze Period** (about 1500 to 500 B.C.). This is one of the finest sections of the museum, especially rich in swords and other weapons, ornaments, utensils, and articles in gold plate. The first part of Room IV is devoted to the early bronze period. By the windows are articles found in oak or stone coffins and in smaller tombs; *clothing from oak-coffins found in Jutland, and modern copies of the clothing on the figures of a man and woman; image of a sun-god (so-called sun-chariot) from the Trundholm Moor in Zealand; adjacent, 26 gold goblets. Note also the map of a district in N. Jutland, giving an idea of the dwellings and roads of ancient times. In the further part of the room are objects of the later bronze age: from tombs (urns, etc.), weapons, tools, trinkets, large trumpets, or **Lurer*, peculiar to the North, etc. By the windows, objects found in tombs. Also a bronze-mounted *Chariot from the Deibjerg Moor in Jutland, dating from the pre-Roman iron period, perhaps used in religious ceremonies; adjacent, a sacrificial well, with bones of animals and votive offerings of the bronze period. — Room V: Curiosities of the later bronze age; moulds and other objects used in the working of bronze.

Iron Period (500 B.C. to A.D. 1000). In Rooms V and VI: Pre-Roman and Roman periods (down to about A.D. 300). Weapons and tools in iron; earthenware eating and drinking utensils; goods of Roman make; Roman statuettes in bronze; large embossed *Silver vase, with mythological scenes, of Northern make, in the Gallo-Roman style (1st cent. A.D.). — Room VII: Period of the Great Migrations (4th and 5th cent.). Model of a northern

warrior of the period; in front of it, a relief-map of the 'Dannevirke', the great S. Slesvik fortifications of the earliest middle ages. Also arms, horse-gear, wooden targes, tools, and household-utensils. — Room VIII: Post-Roman iron period (to 8th cent.), and Viking period (8-10th cent.). Gold and silver ornaments, gold bracelets, ring-money; copies of two gold horns, with scenes from Northern mythology, which were stolen from the Royal Treasury in 1802; silver vessels partly gilded; painted glass vessels; fine bronze implements, ornaments, elaborate weapons and jewelry; *Horse trappings in gilded bronze; objects found in the curious royal tomb built of wood, excavated at Jellinge in Jutland; rows of iron swords, etc.

On the Staircase are Runic stones and relics from the earliest churches of Northern Christendom.

First Floor: Historical Collection (about 1000-1660), beginning on the left.

Middle Ages (here reckoned as from 1000 to 1536). — Rooms XI: Romanesque period (1000-1250). *Wooden altars, with embossed copper-gilt plaques; enamelled church vessels, bell with Runic inscription, and other ecclesiastical relics, reliquaries, weapons. — Rooms XII-XV: Gothic period (1250-1536). Ecclesiastical vessels, ornaments, carvings, chests, weapons, Runic calendar-staves, seals, domestic utensils, drinking-horns, church vestments.

Modern Period, early (1536-88) and late Renaissance (1588-1660). Rooms XVI-XIX: Furniture, arms and armour, objects in glass and stone, silver plate, Icelandic ornaments; a historical pharmaceutical collection; time-pieces of the 16th and 17th cent.; tapestry from the castle of Kronborg; carved bed of state and silver altars in R. XIX, masterpieces of the reign of Christian IV. — Note also Tordenskjold's (p. lv) pistols, sword, and autographs, and other historical relics.

2. The *Ethnographical Collection (entrance in the court, to the left; comp. p. 398), founded in 1849, and surpassed by few in Europe, contains objects from non-European nations, notably Greenland and India.

3. The Collection of Antiques (adm., see p. 398; catal. in Dan. or Germ. 1 kr.), on the ground-floor, contains Egyptian, Assyrian, Babylonian, Phœnician, Etruscan, Greek, and Roman originals in chronological order, a number of them being good examples. Note, in Room IV, the black-figured and red-figured vases from Greece and two marble heads from a metope of the Parthenon.

3. The Royal Collection of Coins and Medals (adm., see p. 398) contains over 125,000. In Room I is the Danish section, including gold medals of the 16th-20th cent. and coins from the earliest period to the present day; in Room II are mediæval and later coins of foreign origin; in Room III, Greek, Roman, and Byzantine.

c. The Ny-Carlsberg Glyptothek.

In the Vestre Boulevard (No. 22), opposite the W. side of the Raadhus, is the **Museum of Industrial Art** (*Kunstindustrie;* Pl. H, 7), built from designs by *Klein* in 1893, a collection illustrating ancient and modern art-industries (first floor; adm., see p. 398). Most notable is the collection of carved wood from Slesvik-Holstein, Germany, and France (16th-17th cent.), lent by the Duke and Duchess of Cumberland (Princess Thyra of Denmark); also specimens of Danish porcelain from the 18th cent. to the present day (comp. p. 399), and a collection of musical instruments.

The Vestre Boulevard skirts the E. side of the Tivoli Garden (p. 397). Opposite the side-entrance to the latter is a statue of the painter *Asmus Jacob Carstens* (1754-98), who was inspired with a love of classic art by a visit to the antiques of the Copenhagen Academy (1776). Farther on, at the corner of the Ny-Vestergade, on the W. side of the Vestre Boulevard, is the Glyptothek (see below), in front of which are placed bronze copies of *Rodin's* Burghers of Calais. Opposite are the building of the *Royal Society of Science* (by O. Petersen; picture in the hall by P. S. Krøyer) and the *Conservatoire*. At the end of the boulevard, opposite the Lange Bro (Pl. I, 8), is the statue of a youth on horseback by W. Bissen.

The ** **Ny-Carlsberg Glyptothek** (Pl. H, I, 7), comprising a front portion, erected in 1892-97 by V. Dahlerup, and a back-building added by H. Kampmann in 1904-6, contains the splendid collection of ancient and modern sculptures formed chiefly since 1888, under the guidance of distinguished experts, by *Dr. Carl Jacobsen*, the wealthy brewer of Ny-Carlsberg (p. 420), and his wife, who presented the collection to the state along with a large sum of money for its maintenance. The façade is adorned with 14 columns of polished granite, between which are placed copies of famous sculptures in bronze. The interior is richly decorated with marble and granite. As the collection is constantly being extended, the arrangement is frequently altered. Adm., see p. 398; catalogue 50 *ø*.

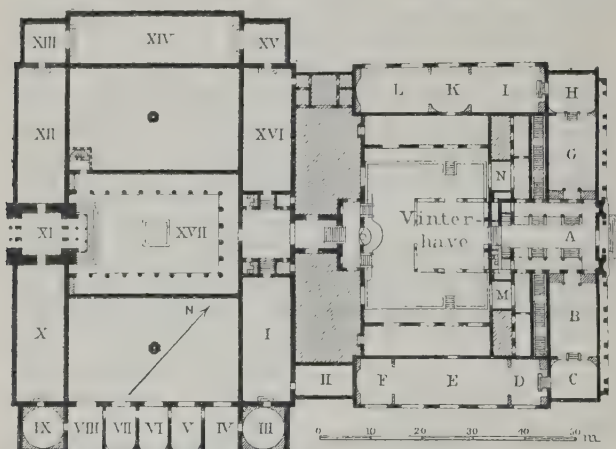
The front part of the building contains the Modern Department. The entrance hall (A), adorned with *H. W. Bissen's* female figures from the 'queen's staircase' in the Christiansborg palace (p. 402), is adjoined right and left by the French (G-L) and the Danish rooms (B-F).

In the Danish Rooms the chief masters represented are *Herm. Wilh. Bissen* (1798-1868) and *J. A. Jerichau* (1816-83), pupils of Thorvaldsen. They also contain works by Swedish, Norwegian, and other sculptors, original models, and casts.

B. Bissen Room: 6. Statue of Ørsted the jurist, 26. Girl bathing; 12. Fisher-boy; *27. Achilles; 13. Cupid; 29. Shepherd-boy. — **C.** Jerichau Room: 366. Penelope; 379. Creation of Eve; 365. Hercules and Hebe (original model); 369. Adam und Eve after the Fall. — **D.** Caryatides Room: 446. *Thorvaldsen*, Two Caryatides; 299. *H. E. Freund* (1786-1840), Bust of the poet Ingemann; 662. *E. Wolff* (1802-79), Bust of Thorvaldsen; 629. *P. Tenerani*, Bust of himself. — **E.** Large Hall: 469. *Fr. Leighton* (1830-96). Athlete fighting with a snake; 644. *P. Hasselberg*, Snowdrop; 611. *J. Börjeson* (b. 1836), Swimmer (original model); *S. Sinding* (b. 1846), *570. Barbarian woman with her dead son, *632. Captive Mother suckling her child, 663. Man and Wife (bronze in Christiania, p. 12); 625. *Canova* (1757-1822), Bust of Paris; 465. *E. H. Bailey* (1788-1867), Eve. — **F.** Christus-Sal: 445. *R. Tegner*, Tombstone; 279. *L. Brandstrup* (b. 1861), Carl and Ottilia Jacobsen in plaster.

The French Rooms, to the right of the entrance hall, contain sculptures by *J. Falguière* (1831-1900), *Paul Dubois* (1829-1905), *C. Barrias* (1841-1905), *J. Gautherin* (1840-90), *A. Mercié* (b. 1845), *Aug. Rodin* (b. 1840), and others, nowhere out of France so fully represented. Marbles, bronzes, casts, and original models.

G. Falguière Room, with frescoes after Carstens' Voyage to Hades: No. 587. *L. H. Marqueste* (b. 1848), Eve; 507. *Eug. Delaplanche* (1836-91), Music; 579. *R. F. Larché* (b. 1860), The meadow and the brook; 590. *L. H. Marqueste*, Galatea; 531, 532. *Paul Dubois*, Connétable Anne de Montmorency, Joan of Arc, two equestrian statues (plaster). — H. Dubois Room: *Paul Dubois*, 522. Florentine singer of the 15th cent., in bronze, 521. Narcissus, 525, 526. Eve, 527. Love, 529. Faith. 529. John the Baptist, in bronze. — I. Barrias Room: *C. Barrias*, 472. Oath of Spartacus (1871), 473. Adam and Eve with the dead Abel (1878), 474. Mozart. — K. Empresses' Room: 553. *J. Gautherin*, Empress Maria Fedorowna of Russia, née Princess Dagmar of Denmark; 496. *H. M. A. Chapu*, Queen Alexandra of England; 543.



J. Falguière, Diana; 600. *G. F. Michel*, Reverie; in the centre, 494. *Chapu*, Maid of Orleans. — L. Mercié Room: *J. Gautherin*, 510. Paradise Lost (marble), 593. *A. Mercié*, Comic Opera; 609 *A. Rodin*, The kiss; 588. *L. H. Marqueste*, Perseus slaying the Medusa; 568. *E. Guillaume* (1822-1905), Bust of Beethoven.

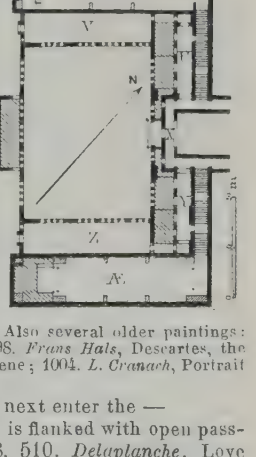
Right and left of the entrance-hall are two balconies, N. and M., the former containing the monument of *A. Mercié* (N. 595). Between them is the entrance to the winter-garden (p. 409). — The staircase on the right ascends to the —

Upper Floor, which contains French, Danish, Norwegian, and other sculptures, several works of the Italian Renaissance, and a number of pictures. We first enter the —

S. Renaissance Hall, which has three sections. First section: 557. *J. Gautherin*, Bust of Mlle. Th. Jacobsen; 272. *L. Brandstrup*, Bust of Psyche. Central section: 578. *R. F. Larché*, The boy Jesus in the Temple, in bronze; 635, 640. *S. Sinding*, Mother of the family, a statue in wood, and Valkyrie, a statuette in ivory and bronze; 514. *Delaplanche*, Innocence, a statuette. Last section: 676. Bronze bust of Pope Paul V.; 668. *Della Robbia School*. Madonna, a relief in terracotta; 703. *P. Mena y Medrano* (Spaniard, d. 1693),

Wooden statuette of St. Francis of Assisi. — Room T: Sketches by *Bissen*. — We return to the entrance and descend a few steps to the —

U. Teophil Hansen Room: 375. *Jerichau*, Boy resting, statue in terracotta; 597. *Mercié*, Bust of a woman; 650. *K. Kundmann*, Plaster relief from the tomb of the architect Theoph. Hansen. — V. Bronze Room: 274. *L. Brandstrup*, Marble bust of Fru O. Jacobsen; 265. *W. Bissen* (b. 1836), Boy playing; *Aug. Rodin*, 605. Thinker, 614. Bust of Falguière, 613. Bust of Puvis de Chavannes, the painter, 611. Bust of Victor Hugo; 493. *J. B. Carpeaux*, Bust of Gérome, the painter. — Corridor **X**, adjoining the Hansen Room, the Carstens Room **Y**, and Room **Z** contain small sculptures, casts, sketches, etc. — From Room Y a door leads to the stairs ascending to —



Æ. Picture Room: 912. *J. Th. Lundbye*, Zealand landscape; 919. *W. Marstrand*, Lucky shipwreck (after Holberg's Comedy); 873, 881. *C. V. Eckersberg*, Sea-pieces; 903, 904. *P. S. Kroyer*, Hr. C. Jacobsen and his friends in the Old Glyptothek; 807. Committee of the French Exhibition at Copenhagen (1868); 873. *Otto Bache*, King Christian IX.; *972. *J. F. Millet* (1814-75), Death and the Woodman (1860); 956. *J. Bastien-Lepage*, The beggar; 968. *Duran*, Portrait; 965, 967. *P. Dubois*, Breton woman, Landscape; 959. *J. B. C. Corot*, Landscape. Also several older paintings: *896. *Rembrandt*, 'The Student' (ca. 1650); 998. *Frans Hals*, Descartes, the philosopher; 1000. *Sal. van Ruysdael*. River-scene; 1004. *L. Cranach*, Portrait of a lady.

Descending to the entrance hall, we next enter the —

Vinterhave (winter-garden), which is flanked with open passages containing excellent bronzes: 508, 510. *Delaplanche*, Love message, Psyche; 606, 607. *Rodin*, Age of bronze, John the Baptist; *Const. Meunier*. 458, 459. Miners, 461. Workman's wife, 462. 'Sulky' (a bust); 490. *Alf. Boucher*, Statue of a navvy, in marble. — We now ascend the steps to the —

Department of the Antiques in the back part of the building (see ground-plan, p. 408). Though of so recent formation (p. 407), this collection is one of the most admirable on this side of the Alps, and is probably the richest in the world in Roman portrait-statues and busts. The Egyptian and Etruscan sections are also valuable. — Passing through the vestibule, which contains four Greek lions and a relief of fighting Centaurs and Lapithæ, we first turn to the left to visit the —

Egyptian Collection. Every period of Egyptian sculpture is represented here, particularly the 4th Dynasty of the ancient kingdom (about 2850-2700 B.C.), the 12th of the intermediate period (2000-1788 B.C.), and the 18th and 19th (1545-1200 B.C.) and 26th and 27th (663-338 B.C.) of the latest empire.

I. Long Hall. By the walls: 2. Head of a man in red stone with inserted eyes of rock-crystal (4th Dyn.); 1. Upper part of the statuette of a king (4th Dyn.); between these, several tomb-walls with reliefs (4th-5th Dyn.):

36. Kneeling statue of a noble, in hard black stone, almost uninjured (12th Dyn.); 57. Kneeling statuette of a receiver of temple-dues (18th-19th Dyn.); 138. Group in basalt of a prince of Thebes and his mother (26th-27th Dyn.). In the centre: 35. Head of a king, in basalt, admirable (12th Dyn); 55. Bronze statue of the god Set, interesting (19th Dyn.), to which the ram's horns of the god Chnum were added in the 26th Dyn; 57. Statue in basalt of the jackal-headed god Anubis (18th Dyn.; 5 ft. high); 135. Bronze statuette of Anubis, similar to the above, but 1000 years later (26th Dyn.; 21 in. high). — To the left is Room II. By the walls: cases containing terracottas and bronze statuettes of gods, goddesses, sacred animals, etc., mostly of the New Empire (26th Dyn.); tomb-reliefs and tomb-stelæ. In the centre a case with wooden figures, chiefly of the Old Kingdom, as No. 4. Girl with a little calf, the colouring wonderfully preserved (4th Dyn.; 16 in. high). We return to Room I and ascend the steps to the round Corner Room III: Statuettes of the 25th-26th Dyn.; 167. Bronze cat, life-size (26th Dyn.).

The adjoining Rooms IV-VIII contain the Greek Sculptures, comprising some excellent originals of the archaic art of the 6th and 5th cent. B.C., and of the golden era of Phidias, Polycletus, Praxiteles, and Lysippus.

IV. Room. By the walls: 5, 6. Recumbent lions (6th cent.); 196. Fragments of an Attic votive relief (5th cent.); 22. Head-part of a sarcophagus, from Phœnicia (Greek work of 5th cent., in Egyptian style); 238. Bull from an Attic tombstone (4th cent.); 202. Palm-crown of a tomb-stela from Cyprus (5th cent.); 4. Sphinx from Attica (6th-5th cent.). In the centre: 21. Torso of a draped female figure, from Andros (5th cent.). — V. Room. By the walls: 12. Head of a youth (5th cent.); 27. Youth's head from a herma (archaic); 29. Bronze head (6th-5th cent.); 11. Attic head of an athlete (early 5th cent.); several heads of gods of the age of Phidias, as 514. Zeus. In the centre: 28. Bronze statue of a youth (early 5th cent.). — VI. Room. By the walls: Fine Attic tomb-reliefs of the 4th cent., as 207. Woman with servant, 198. Woman and daughter, 206. Warrior, 230. Shipwrecked. In the centre: 399. Child of Niobe. — VII. Room. By the walls: 30. Relief of the early 5th cent., Orestes slaying Ægisthos; 273. Head of the sandal-binding Hermes, style of Lysippus (bust belonged to a different work); 115. Head of an athlete from Athens (4th cent); 293. Female head (5th cent.); 231. Votive relief dedicated to Artemis and Asklepios, from the Piræus (329 B.C.). In the centre: 261. Bronze statue of Herakles (4th cent.). — VIII. Room. By the walls: 234, 235. So-called feasts of the gods and other votive reliefs, fragments of Attic tomb-reliefs; 431. Upper part of the statue of a young man, from Athens; 197. Fragment of a votive relief (5th cent); 239. Votive relief with a serpent. In the centre: 177. Small head of Eros from Attica (end of 5th cent.); 277. Dancing girl (4th cent.). — IX. Corner Room (round): Statues of Apollo and Asklepios, as 59. Apollo, by the sculptor Apollonios, replica of a work of the 5th cent.; 400, 398. Children of Niobe. — X. Long Hall. By the walls: 101. Head of Athena (age of Phidias); 271. Colossal statue of Hera; 513. Head of Zeus; 292. Statue of a girl in Doric costume (5th cent.). In the centre: 54. Amazon (perhaps after Polycletus, 5th cent.). — XI. Room. By the walls are fountain-figures. In the centre: 815. Superb Roman vase. — XII. Long Hall. By the walls: Statues of satyrs, of Dionysos, Asklepios, Heracles, and others; 387. Meleager (4th cent.; head new); 253. Statue of Herakles (end of 5th cent.). In the centre: 56. Bronze statuette of an Amazon (4th cent.; from Egypt); 290. Small head of Kora (?; age of Praxiteles). — XIII. Room (square corner-room): 74. Statue of Apollo; 430. Poet in a sitting posture (4th cent.).

Rooms XIV-XVII contain the Roman Sculptures, among which the portrait-busts and statues are particularly valuable (p. 409).

XIV. Long Hall. Busts: 597. Pompey; 602. Servilia, mother, and 603, 604. Sisters (?) of Brutus; 610. Augustus; 623, 624. Tiberius; 630. Agrip-

pina the Elder, wife of Germanicus; 617. Colossal head of Livia, wife of Augustus; 639, 640, 641. Hermæ of a Roman woman and two Roman men (1st cent. A.D.); 637. Caligula; 648. Claudius; 655. Galba; 635. Agrippina the Younger, wife of Claudius; 656. Domitilla, wife of Vespasian; 660. Titus; 672. Trajan; 642. Hadrian; 705. Annius Verus; 717. Manlia Scantilla (end of 2nd cent. A.D.); 690. Antoninus Pius; 709. Marcus Aurelius; 709. Lucius Verus; 715. Commodus; 713. Young Commodus; 698. Marcus Aurelius; 695. Antoninus Pius (?); 738. Roman lady; 533. Lucilla (d. 183 A.D.); 707. Lucius Verus; 636. Antinous; then Roman men and women of the 3rd cent. A.D., as 552. Statue from a tomb ('mother-in-law' of . . . ?); 643. Young lady; 570, 596, 566. Romans; 587. Roman lady, late Republic. In the centre: 187. Hippopotamus in brown-red Greek marble; 634. Bust of the younger Agrippina in green basalt. — XV. Corner Room: 778. Sarcophagus from Villa Casali, with Bacchanalian scenes; 782. Sarcophagus with Apollo and Marsyas. — XVI. Long Hall. By the walls: 721, 733. Septimius Severus; 730. Caracalla; 769. Florianus (?); 767. Gallienus; 414, 415. Sophocles; 437. Æschines; 419. Antisthenes; 418. Zeno; 441, 443. Alexander the Great; also heads of monarchs of the age of the Diadochi; 597 Pompey. In the centre are three double hermæ and the statue of a Triton. — Descending the steps to the vestibule we turn to the right and enter the — XVII. Hall (lighted from above). Between the columns are Roman portrait-statues, as 538. Tiberius; 541. Lady of the Flavian epoch as Venus: 550. Physician; 537, 536. Fundilia and Fundilius (1st cent. A.D.); 549. Marcus Aurelius; 543. Trajan. In the centre: 548. Colossal Statue of Antinous; 390. Mosaic with Europa on the bull. By the walls sarcophagi and cinerary urns.

At the back of Hall XVII a winding staircase descends to the ground-floor and the garden. At the exit to the garden stands *Sinding's* 'Mother Earth', a large group in marble. The ground-floor contains the collection of Etruscan and early Italian antiques, called the *Helbig Museum* after the archæologist who formed it, and also the remainder of the Greek, Roman, Egyptian, and Christian antiquities.

The Helbig Museum occupies the rooms corresponding to XII-X of the floor above, and also a room adjoining the square central hall: Cinerary urns in alabaster and terracotta, sarcophagi, reliefs, friezes, acroteria, statuettes (as 54. Horseman in armour, colours still preserved), and statues. The walls are adorned with copies of Etruscan tomb-paintings. — The upper Rooms in the N. Wing, above XIII-XV of the first floor, contain Etruscan terracottas and bronzes, Greek and Roman terracottas, busts and torsos of statues, and pre-historic antiquities from Greece. — The lower Rooms in the S. Wing, under IX-III of the first floor, on the other side of the Helbig Museum, contain ancient mural paintings, architectural fragments, especially capitals; also Roman busts of the republican and imperial epochs; Egyptian antiquities (as 1. Bronze tiger of the Hellenistic period); Christian sarcophagi and other relics.

d. Western Boulevards, N. of the Raadhus.

Passing the *Dagmar Theatre* (p. 397), we now go N. to the Nørrevold Gade (Pl. H, 6, 5), first reaching the *Jermers Tuarn* (Pl. G, 6), a relic of the old fortifications, by which stands a group in bronze by *Caïn*, Lions killing a wild boar.

The pretty **Ørsted Park** (Pl. G, H, 6, 5), laid out on the site of the old fortifications, contains statues of *H. C. Ørsted* (1777-1851), the discoverer of electro-magnetism, by Jerichau, and his brother, *A. S. Ørsted* (1778-1860), the jurist, by Bissen; also twelve bronzes

after the antique, and a statue of the Maid of Orleans by *Chapu*, all presented by Hr. C. Jacobsen (p. 407).

The streets between the Ørsted Park and the Botanic Garden lead W. to the busy *Dronning-Louises-Bro* (Pl. G, 4), a bridge leading between the *Peblinge-Sø* and the *Sortedams-Sø* to the N.W. artizans' quarter. Motor-boats ply on these lakes, on whose banks are a number of handsome private houses.

The **Botanic Garden** (Pl. H, I, 4; adm., see p. 397), laid out in 1871-74 on the site of the old ramparts, contains a large *Palm House*, a *Botanical Museum*, and a *Botanical-Physiological Laboratory*. On a height rises the *Observatory*, in front of which is a bronze statue of *Tycho Brahe*, the astronomer (1546-1601), by Bissen. — To the W. of the Botanic Garden is the large *Communal Hospital*.

On the E. side of the ØSTERVOLD-GADE, opposite the Botanic Garden, rises the Rosenborg palace. A gateway bearing the date 1672 and the initials of Christian V. forms the entrance to the court and garden surrounding the palace.

The ***Rosenborg Palace** (Pl. 35; I, 4), an effective Renaissance edifice, erected by Christian IV. in 1610-25, outside the former ramparts, has several gabled towers, all crowned with iron vanes, the highest tower culminating in three octagons one above the other. It was the favourite residence of its founder, and down to the middle of the 18th cent. was often occupied by the Danish monarchs, who fitted up the rooms according to the taste of their day, and kept their jewels, state-weapons, coronation-robes, uniforms, and other valuables here. These treasures were afterwards supplemented from other royal palaces, arranged in rooms appropriately fitted up with old furniture, and in 1863 opened to the public as the **Chronological Collections of the Danish Kings*. Adm. see p. 398; illustrated catalogue 2 kr., extract 60 ø.

The collection consists of three sections: I. Reign of Christian IV., and the preceding period (1448-1648); II. From 1648 to 1800; III. Recent times. — The Renaissance penetrated to Denmark (p. 398) in the reign of Frederick II. (1559-88), and particularly in that of Christian IV. (1588-1648). The tower-chamber on the ground-floor contains curiosities of the earlier period, such as the *Oldenburg horn, orders, time-pieces and smaller objects. We then pass through the finely panelled Audience Chamber of CHRISTIAN IV., his bedroom, in which he died, and his study. In these and other rooms are numerous insignia of the *Order of the Elephant*, the highest Danish order, instituted in 1457 and renewed in 1693. — The 2nd Section begins with the rooms of FREDERICK III. (1648-70), one of which is the *Marble Chamber, dating, however, chiefly from the reign of CHRISTIAN V. (1670-99), a good example of the rise of the rococo style. On the first floor we next visit the apartments of FREDERICK IV. (1699-1730) and CHRISTIAN VI. (1730-46), containing numerous ivory carvings by *Magnus Berg* (1665-1739), and the rooms of FREDERICK V. (1746-66) and Christian VII. (1766-1808). Adjacent is the china and glass Cabinet. — To the 3rd Section belong the memorials of FREDERICK VI. (1808-39), CHRISTIAN VIII. (1839-48), and FREDERICK VII (1848-63).

On the upper floor is the *Banqueting Room or knights' hall, with a vaulted stucco-ceiling of the early 18th cent., tapestry made in Denmark at the end of the 17th cent., sumptuous thrones, and silver plate.

On the E. side of the palace lies the **Rosenborg Park** (*Rosenborg-Have;* Pl. I, K, 4, 5; entered from the Østervold-Gade by gate 4 B, N. of the entrance to the palace), originally laid out in the French style, later reduced in size and altered in English taste (café). It is now a favourite resort of nurses and children. Near the bridge (closed) which crosses to the palace-yard is a statue of *Queen Caroline Amelia* (1796-1881), by W. Bissen (1896). In the N. part of the park is a *Statue of Hans Christian Andersen*, the author (p. 429), by Saabye.

In the Østervold-Gade further on, at the corner of the Sølv-Gade to the left, are the *Chemical Laboratory* and the *Mineralogical Museum* (Pl. I, 4; open Frid., 12-2; interesting fossil trees from the chalk and tertiary formations of N. Greenland, etc.). — To the W., in the Sølv-Gade, is the new building of the *Polytechnic Academy* (Pl. 32; I, 4), founded in 1829, with 27 teachers and about 800 students.

Beyond the Sølv-Gade, on the left side of the Østervold-Gade, rises the new Museum of Art (see below; tram No. 10 from Kongens Nytorv; p. 396). In front of it rises the '*Danmarks-Monument*', erected in 1896, from a design by Hasselriis, in memory of the golden wedding of King Christian IX. (d. 1906) and Queen Louisa (d. 1898). Adjacent are statues of *H. W. Bissen* (p. 416), by W. Bissen, and *V. Marstrand* (p. 416), by Runeberg.

The ***Art Museum** (Pl. I, 4; *Kunst-Museum*), built in 1891-95 from plans by *Dahlerup* and *Möller*, contains the national collections of pictures, sculptures, and engravings. Right and left of the entrance are busts of N. L. Høyen (d. 1870) and Julius Lange (d. 1896), the writers on art. Adm., see p. 397. Short list of the paintings and sculptures 25 *ø.*; illustrated catalogue of the older pictures by *K. Madsen* 2 kr., of the casts 2 kr.

In the corridor below, on the left, are two groups by *Jul. Schultz* and *G. Petersen:* Adam and Eve conscious of guilt. By the first landing of the staircase: 'Sweet Sixteen', by *W. Runeberg.* In the centre: Hercules and Hebe, Adam and Eve, by *Jerichau*, etc. On the first landing: right, Christian IX., by *Bissen;* Foster Brothers, by *Th. Lundberg;* left, Queen Louisa, by *Bissen*, *Wife with her dead husband, by *S. Sinding;* David, by *A. V. Saabye.* — At the top, between the columns, Genius of Art, by *W. Runeberg* (bronze).

In the upper gallery are several works by *Bissen*, *Jerichau*, and others. — To the left we enter the —

Collection of Older Paintings. Some of the pictures here were ordered by *Christian II.*, *Christian IV.*, and other kings in Holland, Germany, and Italy; but most of them were collected by *Frederick V.* in the second half of the 18th cent., aided by the art-dealer *G. Morell.* *Frederick VI.* enriched the gallery by the purchase of the private Danish collections of *Bodendick* and *West*, and a few important works have since been added. The works of the Italian School (Rooms IV,

V, and VI), though not numerous, include some of the gems of the collection, such as *Caravaggio's* Gamblers, *Filippino Lippi's* Joachim and Anna, *Mantegna's* Pietà, and the portrait of Lorenzo Cibò by *Parmigianino*. Among the Early Netherlandish Masters are a portrait by *Memling* and a small picture by *Petrus Cristus*. The German School is represented by two good and genuine examples of *Cranach* (R. III): the Judgment of Paris, and Venus and Cupid. Among the works of the Flemish School two by *Rubens* are by far the finest: the Judgment of Solomon and the portrait of Matthew Irselius (R. VI). The strong point of the gallery consists in its Dutch pictures. There are few genre-painters, but the *School of Rembrandt* is better represented than in almost any other gallery. By the great master himself are Jesus at Emmaus and two studies of heads, and there are fine works by *G. Dou*, *Gov. Flinck*, *F. Bol*, *S. Koninck*, *W. de Poorter*, *B. Fabritius*, *Victors*, and *Aart de Gelder*. Nearly half of the Dutch works are landscapes. *Jacob van Ruysdael*, *Ph. Wouverman*, and *A. van Everdingen* are admirably represented; and among landscape-painters of the second rank are *Jan Both*, *Dubbels*, *Hackaert*, *Swanevelt*, *Asselyn*, *C. Decker*, *Joris van der Hagen*, and *Verboom*, followers of Ruysdael, who have either studied in Italy or worked under Italian influence, and who can hardly be studied elsewhere to so great advantage.

The Vestibule contains a few small Renaissance sculptures: *Luca della Robbia*, Relief of the Madonna in glazed earthenware (an early work); *Riccio*, Bronze lamp; *P. Vischer*, *Yr.*, Small bronze female figures admirably executed; *Adrian de Vries*, Group in bronze; also carvings in box-wood, etc.

Room I: 380. *Jan Weenix*, Spoils of the chase; 257. *I. van Ostade*, Winter-scene; 59. *Hendrik ter Brugghen*, Mocking of Christ; 132, 131. *Egb. van Heemskerck*, The dance, The judgment, two large and fine examples of this master; between them, 279a, 279b. *Rembrandt*, Studies of heads; 276a. *J. van Ravesteyn*, Portrait; 102. *A. van Everdingen*, Rocky landscape. — 228. *Fr. de Moucheron*, Italian landscape; 94. *Jan Dubbels*, Sea-piece; 106. *B. Fabritius*, Presentation in the Temple (1668); 320. *K. Slabbaert*, Savant; 31, 32. *N. Berghem*, Horses; 365. *J. Victors*, Portrait; 299. *J. van Ruysdael*, Waterfall; 332. *Jan Steen*, Death and the Miser; *374. *S. de Vlieger*, The Maas at Rotterdam; 5. *Jan Asselyn*, Italian landscape; *201. *Jan van der Meer*, *Jun.*, Cattle in a forest, admirable (1670). — 215. *Ravesteyn*, Portrait of a woman (1626); 284. *R. Roghman*, Landscape at sunset; 113. *A. de Gelder*, Oriental prince (1685). — 34. *G. A. Berck-Heyde*, View of Heidelberg; 341. *Dav. Teniers*, *Jun.*, Temptation of St. Anthony; 301a. *J. van Ruysdael*, Landscape with hunting-scene; 92, 93b. *Ger. Dou*, Physician, Dutch kitchen; 323. *Fr. Snyders*, Large still-life piece; 254. *J. van Ochtervelt*, Lady playing (1663); 81. *A. Cuyp*, Landscape with horsemen; 269. *Paul Potter*, Cows on a hill; 256a. *A. van Ostade*, Organ-grinder in front of a village-tavern.

Room II. To the left: 169. *Jac. Jordaens*, Susanna in the bath (1663); *186. *J. van Loo*, Imitation-coral factory, (a masterpiece of this rare painter, who was trained under the influence of Rembrandt and founded the artistic family of the Vanloos at Paris), an interesting subject, luminous in colouring and delicate in chiaroscuro; 352a. *L. de Vadder*, Landscape. — 208. *Fr. van Mieris*, Portrait of Count Güldenlöve. — 99. *N. Elias*, Portrait.

Room III: 58a. *P. Brueghel*, *Sen.*, Allegory; 58b. *P. Brueghel*, *Jun.*, Bearing of the Cross. — 3. *P. Aertsen*, Dutch kitchen; 63. *Petrus Cristus*, St. Anthony and the donor kneeling, with Holy Family added by a pupil of *Van Dyck*; 238. *Mabuse* (?), Portrait of Christian II.; 349. *Mabuse*, Portrait of a man; 354a, b, c. *L. van Valckenborch*, Landscapes; 238a, 237. *J. Mostaert*, Portraits

238b. *Master of the female half-figures*, Rest on the flight; 72-80. Pictures by *Lucas Cranach*, the best Nos. 72 (Venus and Cupid) and 73 (Judgment of Paris), of his early period (1521).

Room IV (Italians): °200. *A. Mantegna* (or And. Mattinia), Body of Christ supported by two angels, with a rich distant landscape, executed with tender feeling, but retouched. — °61. *Caravaggio*, Soldiers gambling; 289. *Salv. Rosa*, Cadmus and Minerva; 282. *Ribera*, St. Jerome; 271. *Nic. Poussin*, Moses and the burning bush; 189. *Bern. Luini*, St. Catharine; 184. *Filippino Lippi*, Meeting of SS. Joachim and Anna after the angel had announced the birth of the Virgin to the latter, who had been childless for 20 years, a characteristic and good work of the master (1497).

Room V (chiefly Italians): 198, (opposite) 199. *B. Manfredi*, Camp-scenes in the manner of Caravaggio; 325. *Somer*, Charles I. of England; 315a. *Titian*, Portrait of the Duke of Urbino (damaged).

VI. Hall (lighted from above). Left: °297a. *Rubens*, Bearing of the Cross (a sketch); 281. *Ribera*, St. Onophrius; °345. *Dom. Theotocópuli* (surnamed *el Greco*), Portrait; 288. *Salv. Rosa*, Jonah preaching at Nineveh, ordered by Christian IV. for the church at Frederiksborg, and purchased, along with the two pictures in R. IV, for 8000 riksdaler; 296, 297. *Rubens*, Francis I. of Tuscany and Joanna of Austria (sketches of the pictures painted for the Luxembourg in Paris; 344. *Tintoretto*, Marriage at Cana (sketch); °203. *Franc. Mazzuola (Parmigianino)*, Portrait of Lorenzo Cybò, grand in conception and showing Venetian influence in the colouring (1523). — 192. *Karel van Mander* (court-painter at Copenhagen; grandson of a well-known Dutch writer on art; d. 1670), Discovery of the body of Prince Svend of Denmark, slain in the Crusades (after Tasso's 'Gerusalemme Liberata'): 136, (farther on) 135. *B. van der Helst*, Portraits; 130. *Jan de Heem*, Still-life; 82. *Corn. Decker*, Cattle in a wood (1666); °298. *J. van Ruysdael*, Mountain-stream, a large and well-composed work; °47. *Ferd. Bol*, The Holy Women at the Sepulchre, a large and excellent example of his earlier period (1644); °340. *H. van Swanevelt*, Summer-evening in Italy, a large landscape vying with the finest works of Claude Lorrain or Poussin; *Rembrandt*, °278, °279. Young man, and Lady, both retouched (1656); °°277. Christ at Emmaus, one of the master's most striking works, painted the same year (1648) as the picture at the Louvre, even surpassing it in picturesque effect and breadth of treatment; 101. *All. van Everdingen*, Fir-wood, one of the master's chief works; 151. *P. de Hooch*, Family Concert, injured by retouching; *Everdingen*, Waterfall, a large and fine composition. — 393. *A. Wuchters*, Ulric C. Gyldenløve, natural son of Christian IV.; 170. *W. Kalf*, Still-life; °120. *Jan van Goyen*, Town on a river (1645); 52. *G. Terburgh*, Portrait of a lady; °122. *Jan Hackaert*, Swiss scene, a large and important work; 215. *D. Mytens*, Full-length portrait of Charles I. of England. — 167. *Jac. Jordaens*, Nymphs decking the horn of the river-god Achelous, overcome by Hercules in the fight for Dejaneira (1642); 390. *Ph. Wouverman*, Travellers at a tavern; °295. *Rubens*, Matthew Irselius, Abbot of St. Michael's in Antwerp, a finely coloured masterpiece of the painter's early period (ca. 1610); 248. *A. van der Neer*, Conflagration on a winter-night, the chief work of the kind by the master in this collection; °294. *Rubens*, Judgment of Solomon, a grand composition of the master's middle period, well known through Bolswert's engraving; 324. *Snyders*, Kitchen; 384. *Thom. Wyck*, Dutch interior; 168. *Jordaens*, Christ blessing little children.

Room VII. At the further end, in the centre: 55. *Jan Both*, Italian landscape by morning-light; above it, °147. *M. d'Hondecoeter*, Poultry-yard, a large and masterly work; *F. Bol*, 49. Adm. de Ruyter, 48. Portrait of a woman. — On the other end-wall, °172. *School of Rembrandt*, Dutch married pair in a landscape.

Room VIII. Right: 305. *D. Ryckaert*, Family feast; 124, 125. *Joris van der Hagen*, Dutch landscapes, of fine decorative effect, but retouched. — °333. *Jan Steen*, David's triumph (1671); 219. *C. Netscher*, Councillor C. van Beuningen of Amsterdam (1675).

Room IX: *Ph. Wouverman*, View from the Pont Neuf in Paris during the Carnival. — 193. *Karel van Mander*, Tartar embassy in Copenhagen

(1655); 149. *G. Houthorst*, Lady; 315. *G. Schalcken*, Lady sealing a letter; *303. *S. van Ruysdael*, Dutch river-scene (1652); 211, 210. *F. van Mieris the Elder*, Portraits; 93. *G. Dou*, Girl at a window (1658); 60. *G. Camphuysen*, Dutch interior; *205. *M. J. van Mierevelt*, Portrait of Hooft, the Dutch poet (1638); 244. *Aert van der Neer*, Fire at Amsterdam.

Room X: 370. *Jac. Victor*, Poultry by an old building on the edge of a forest; 97, 98. *Nic. Elias*, Portraits (1621); lower row, *150. *P. de Hooch*, The party, one of his best works, but retouched; 301. *J. van Ruysdael*, Forest; 256. *A. van Ostade*, Peasants (1636). — 366. *Jan Victors*, David, on his death-bed, and Solomon (1642); 260. *A. Palamedes*, Guard-room; 9, (farther on) 8. *L. Bakhuyzen*, Sea-pieces (Evening and Morning); 67. *Pieter Codde*, Arrest; 303a. *S. v. Ruysdael*, Landscape; 129. *Jan de Heem*, Fruit; 190, 191. *N. Maes*, Portraits; 263. *A. Pynacker*, Italian landscape; above, 302. *J. S. van Ruysdael*, Château of Spyck. — 128. *Dirck Hals*, Party in a tavern; 83. *C. Decker*, River-scene; 321. *P. C. van Slingelandt*, Dutch family (1668); *328. *H. M. Sorgh*, Adoration of the Shepherds, an admirable early work showing the influence of Rembrandt (1642); 207. *F. v. Mieris, Sen.*, Interior; *336. *A. Verboom*, The way to the fold, the shepherds by *Lingelbach*; 50, 51. *G. Terburgh*, Gentleman and Lady; 300. *Jac. van Ruysdael*, Forest at sunset.

We now pass through a room in three sections, in which modern pictures of various schools are exhibited, to the —

Collection of Sculptures, which occupies two rooms. Thorvaldsen's pupils and immediate successors, *H. W. Bissen* and *J. A. Jerichau*, are better represented in the Ny-Carlsberg Glyptothek (p. 407) than here, but No. 46, The panther-hunter, is one of Jerichau's best works. Most of the other Danish sculptors belong to the school of Bissen: *C. C. Peters* (1822-1900), *A. W. Saabye* (b. 1823), *Otto Evens* (1826-95), *C. Freund* (1821-1900), and *W. Bissen* (b. 1836). Of a later generation are *L. Hasselriis* (b. 1844), *J. V. Schultz* (b. 1851; No. *60a, portrait of Oehlenschläger, the poet), *C. P. Aarsleff* (b. 1852), *Axel Hansen* (b. 1853), *L. Brandstrup* (b. 1861), *C. J. Bonnesen* (b. 1868), and others.

The Danish Paintings, occupying twelve rooms, afford a complete survey of the art in Denmark since the end of the 18th cent. The earliest master is *N. Abildgaard* (1743-1809), whose tendencies were classical; then *Jens Juel* (1745-1802), the portrait-painter. Abildgaard's pupil *Chr. W. Eckersberg* (1783-1853) is the head of the earlier national school, the work of which, though defective in technique, is distinguished by fidelity to nature and purity of sentiment. Among his followers were *J. W. Sonne* (1801-91), painter of battles and popular pieces; *Jörgen Roed* (1808-88), portrait and historical painter; *W. Marstrand* (1810-73), genre-painter; *H. Hansen* (1821-90), architectural painter; *C. P. Skovgaard* (1817-75), landscape-painter; *J. T. Lundbye* (1818-48), landscape and animal painter; *C. Dalsgaard* (1824-1907), painter of landscapes and popular scenes: *J. F. Vermehren* (b. 1823); *J. J. Exner* (b. 1825); *A. Melbye* (1818-75), painter of sea-pieces; *C. F. Sørensen* (1818-79), and others. A freer and more brilliant style was developed by *Carl Bloch* (1834-90), a genre and historical painter trained in Rome, and a little later by *Otto Bache* (b. 1839;

animals and figures), *K. Zahrtmann* (b. 1843; historical), and *A. Helsted* (1847-1907; genre). Technical perfection, combined with subtle study of nature and depth of feeling, are shown by *Peter S. Krøyer* (b. 1851), probably the greatest living Danish painter, who, under French influence, has successfully developed open-air painting, and excels in portraits, in groups, in genre, and in interiors. His chief contemporaries are *Viggo Johannsen* (b. 1851; Danish domestic life), *Michael Ancher* (b. 1849; fishermen and pilots), *Gotfried Christensen* (b. 1845; landscapes), *Julius Paulsen* (b. 1860), *W. Hammershøi*, and others. As the collection is annually extended and the arrangement altered, we give a selection of pictures in alphabetical order. The vestibule and the adjacent rooms I-VII contain paintings of the last three decades. The large hall VIII, lighted from above, also contains works of the most modern school, besides those of earlier schools, which are continued in rooms IX-XII.

No. 398. *N. A. Abildgaard.* Ossian singing to the harp; *Mich. Ancher*, 419. Life-boat, 420, 421. Groups of fishermen; 425, 426. *O. Bache*, Cows driven to pasture in the morning, Horses on the shore (a large canvas); 430. *W. Bendz*, Sculptor's studio; *K. Bloch*, 435. The blinded Samson grinding corn, 437. Daughter of Jairus, 438. Christian II. in prison at Sonderburg; 456a. *Godfr. Christiansen*, Avenue near Kragerup; 467. *C. Dalgas*, Flock of sheep by a wood; 469, 472. *Chr. Dalsgaard*. Fisherman's room, The pledge; 491-495. Sea-pieces by *C. W. Eckersberg*; 500, 501. *J. J. Exner*, Rustic festivals; 519. *H. G. Friis*, Landscape in spring; 532. *C. Hansen*, Shepherd-boy; 546, 549a. *A. Helsted*, Father and son, Christ among the scribes; 553. *Franz Henningsen*, Funeral; 557a. *P. Ilstedt*, At the piano; 559, 559b. *V. Irminger*, After midnight, Young lady on a balcony; 567. *H. Jerichau*, Plain by Sardis; *Viggo Johansen*, 524. Evening entertainment, 557. Cow-stable, 571b. Evening party; *Jens Juel*, 579. Clemens the engraver, 595. Peasant's room, Portraits; 625. 628. *Chr. Købke*, Old sailor, Summer morning on the Østerbro; *P. S. Krøyer*, 601. Sunday forenoon in Grenada, 602. Portrait of Meldahl the architect, 603. Fisherman on the shore by Skagen, 604. Duet, 606. Threshing in the Abruzzi, 607. Portrait of Hr. v. Rosenørn-Lehn. 607c. Portrait-group (a study); 613. *W. Kyhn*, Winter evening in the forest; 652. *F. C. Lund*, Battle of Fredericia; *J. Sh. Lundbye*, 645. Zealand landscape, 646. Landscape on the Issefjord, 647. Cow-stable, 649. Roman oxen, 650. Zealand landscape with cattle; *W. Marstrand*, 654, 655, 666. Scenes from Holberg's comedies, 657. Sunday forenoon at Leksand on Lake Siljan, 662. Parable of the wedding feast; 695, 695d, *J. Paulsen*, Adam and Eve, St. Cecilia; 701c. *W. Pedersen-Mols*, Dairy-maid; 704. *Th. Philipsen*, Road in the Dyrhave; 724. *G. Rump*, Forest scene by Frederiksborg; 755. 756, 759. *J. W. Sonne*, Battle-scenes from the German and Danish wars; 764, 767b. *M. Therkildsen*, Spirited horses, Horses pasturing by a wood; 768, 769. *C. Thomsen*, Dinner after a church-meeting, Rahbeck, the author, by the death-bed of his wife; 775, 776, 779. *F. Vermehren*, The soldier's farewell, Flock of sheep on the moor, Peasant's room; 787, 788. *K. Zahrtmann*, Death of Queen Sophia Amalia, Captivity of Eleonora Christina, daughter of Christian IV. and wife of the traitor Count Korfiz Ulfeld.

From Room XII we return through an ante-room to the vestibule or else to the sculptures.

The ground-floor of the building contains the **Casts**: — The Collection of **Engravings** numbers over 80,000. The most valuable are those of *A. Dürer*, presented by him during his journey through the Netherlands in 1521 to Christian II., who was then on a visit to his brother-in-law Charles V. at Brussels.

e. The Northern Quarters.

The quarter to the N.E. of the Kongens-Nytorv, with its long and broad streets, may be called the aristocratic part of Copenhagen. It includes the palace of Amalienborg, several mansions of the noblesse, and the chief embassies.

The Bredgade (Pl. L, 5, 4), beginning at the Thott's Palais (p. 401) in the Kongens-Nytorv, is the chief artery of the quarter. To the right, at the corner of the *St. Annæ-Plads*, which descends to the harbour, is the *British Embassy*. The Plads is adorned with bronze statues of *Niels W. Gade* (1817-90) and *J. P. E. Hartmann* (1805-1900), the composers.

The *Palace of Count Schimmelmann* (Bredgade 28), now the *Konzert-Palais* (Pl. 51; L, 5), is a baroque building, with a court enclosed by a fine iron railing. — Nearly opposite, at the corner of the Dronningens-Tværgade, stands the —

Palace of Count Moltke-Bregentved (Pl. 26; L, 5), which contains a *Collection of Netherlandish paintings, several of which are of the foremost rank. Entrance Dronningens Tværgade 2 (comp. p. 398).

No. 8. *Rubens*, Monk, half-length; 13-16. *Dav. Teniers, Jun.*, Four works (1646, 1666, 1667, 1674); 32. *Rembrandt*, Portrait of an old woman (about 1656); 56-59. *Jac. van Ruysdael*, Four late works (fine compositions with waterfalls and cataracts); 60, 61. *M. Hobbema*, Wooded Dutch landscapes, luminous in colouring and bold in style; 93. *Paul Potter*, Cattle grazing (1652); several by *Phil. Wouverman*, the finest No. 89, The Stable.

Farther on in the Bredgade, to the right, is the palace of King George of Greece, the first floor of which has been occupied by the Supreme Court *(Højeste Ret)* since the burning of the Palace of Christiansborg (p. 402).

To the left is the **Frederiks-Kirke** (Pl. L, 4, 5; adm. p. 398) or the *Marble Church*, begun on a splendid scale in 1749 from the plans of the French architect *Jardin*, left unfinished in 1767 for lack of funds, and completed in 1878-94 at the cost of Hr. Tietgen (d. 1901), a wealthy banker, from the designs of *F. Meldahl*. The handsome copper-sheathed dome, partly gilded, internally 141 ft., externally 263 ft. high, is conspicuous far and near. At the entrance to the church are statues of St. Ansgarius, the Apostle of the North, and Bishop Grundtvig (1783-1872), who, by reviving spiritual Christianity, and by founding 'National Schools', greatly strengthened the Danish Church in the 19th cent. The interior is also interesting, notably the frescoes in the dome, by Overgaard, and a marble statue of an angel, by S. Sinding. Fine view from the dome (adm. p. 398).

Near this, in the Bredgade, is the Russian *Alex. Newsky Chapel*. On the left also rises the building of the *Danish Diet* (Pl. 21; L, 4), built as an opera-house in 1701, but used for its present purpose since the burning of the Christiansborg Palace (p. 402). Other buildings in the Bredgade are the *Surgeons' Hall* (Pl. 17; No. 62), the *Rom. Cath. Chapel* (Pl. 11), and the large *Frederiks-Hospital* (Pl. 4; L, M, 4).

— To the N.W. of the Diet House lie the *Nyboder*, a quarter laid out by Christian IV. for old seamen, but since largely rebuilt. In the Store Kongens-Gade is a monument to *Admiral Suenson* (d. 1887), the commander of the Danish fleet at Heligoland on 9th May, 1864. Another, to *Christian IV.*, by Bissen (1901), stands at the corner of the Østervold-Gade and the Delfin-Gade.

The Amalie-Gade (Pl. L, 5, M, 4), which begins at the St. Annæ-Plads, is broken by an Ionic colonnade, forming the approach to an octagonal Plads. Here rises an equestrian **Monument of Frederick V.* (d. 1766) in bronze, erected in 1771 by the Asiatic Trading Company, and designed by *J. F. J. Saly*, a French sculptor, director of the Copenhagen academy of art from 1754 to 1771. The four uniform buildings enclosing the Plads together form the **Amalienborg** (Pl. L, M, 5). They were erected by *Nic. Eigtved*, Saly's predecessor in the Academy, as separate palaces (1740-50), but were bought by the king after the burning of the Christiansborg (p. 402). That to the S.W. was erected for Count Moltke; the S.E. building (Count Schack) now contains the Coronation and State Rooms; on the N.E. and N.W. were the mansions of Baron Brockdorff and Count Levetzau respectively.

The Bredgade and Amalie-Gade lead N. to the Esplanade (*Grönningen;* Pl. L, M, 4), with its pretty grounds enclosing the old citadel of Frederikshavn. The *English Church* (*St. Alban's;* Pl. M, 4), a tasteful Gothic building (1885-87), has a conspicuous spire. To the W. of it is the *Gefion-Brunnen*, erected by A. Bundgaard in 1906 (adorned with a figure of the goddess Gefion ploughing). Adjacent are the *Meteorological Institute* (Pl. 22; M, 4) and the *Toldbod* (Pl. 44), or custom-house, a handsome building in the Romanesque style by Wil. Petersen. On the N.E. bastion of the old citadel is a monument in memory of the battle fought against the British fleet under Nelson on 2nd April, 1801.

A viaduct (good view) crossing the harbour-rails leads to the **Lange Linie** (Pl. M, 3, 2, 1), a pleasant promenade, over $1^1/_2$ Kil. long, E. and N.E. of the Citadel, much frequented in the evening, especially on Sundays. Just beyond the viaduct a *Column* crowned with Victory recalls the naval victory of the Danes on 4th Oct., 1710 (p. 429). Farther on, to the left, is the *Langelinies-Pavillon* (p. 396), a café, with the headquarters of the *Royal Yacht Club*. Farther out are the *Camera Obscura* (25 ø.) and the *Lystbaadehavn* (pleasure-boat harbour). We pass round the W. side of this basin to the 'New Lange Linie', which runs on the E. mole of the new *Free Harbour*, among whose warehouses is a conspicuous grain-store eleven stories high *(Silopakhus)*. Seawards we have a fine view of the busy harbour, and of Fort Trekroner to the N. At the end of the pier is a café.

At the S. end of the Strand Boulevard (Pl. L, 2) is a monument to *N. W. Meyer*, the aurist (d. 1895), with a bust by Runeberg and a female figure by Bissen. — Farther N. is *Hellerup*, a pleasant colony of villas, now almost united with the city. To Charlottenlund and Klampenborg, see p. 421.

f. The Western Suburbs.

Tramways: From Kongens-Nytorv by the Raadhus-Plads and Vesterbro-Gade to Frederiksberg, No. 1, p. 396. — From the Raadhus-Plads by the Vesterbro-Gade to Frederiksberg, Söndermarken, and Valby, No. 2, p. 406. — From Kongens-Nytorv, past the Ny-Carlsberg Glyptothek and through the Isted-Gade, No. 6, p. 396.

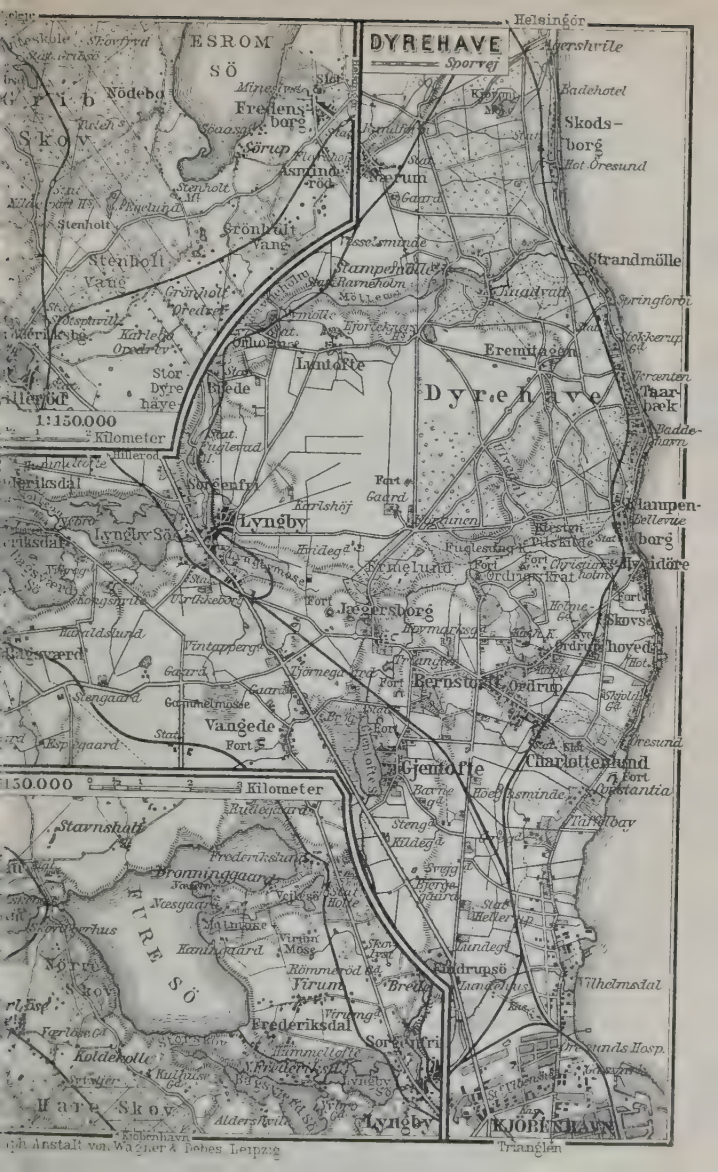
The Vesterbro Passage (p. 399) leads W. to a small round Plads, adorned with a lofty stone obelisk called *Frihedstötten* (column of liberty; Pl. G, 7), recalling the abolition of serfdom in 1798. The prolongation of the 'Passage' is the Vesterbro-Gade (Pl. G, F, E, 7, 8), which intersects the whole W. quarter. In the Steno-Gade, a cross-street, to the right, is the Rom. Cath. *Jesu-Hjerte-Kirke* (1895). Farther on in the Vesterbro-Gade, beyond the small Vesterbro-Torv, is the *Kongelige Skydebane*, or rifle-range (restaur., p. 396).

The Frederiksberg-Allé (Pl. E, D, C, 7), diverging to the right from the Vesterbro-Gade, with its pleasure-gardens (p. 397), ends at the 'Runddel' outside the Frederiksberg Park, whence the Allé-Gade runs N. and the Pile-Allé S. In Allé-Gade, at the corner of the Gamle Kongevej, is a statue of the poet *Ad. Öhlenschläger* as a youth, by Schultz (1897).

The **Frederiksberg-Have** (Park; Pl. A-C, 7) offers shady promenades. By the main entrance is a *Statue of Frederick VI.* (d. 1839), by Bissen. The *Frederiksberg Palace* (Pl. B, 8), erected in the Italian style under Frederick IV. (d. 1730), now a military school, rises on a hill to the left. The shady terrace in front of the building affords a fine view. — Farther W. is the *Zoological Garden* (Pl. A, B, 7, 8; adm. p. 398; W. exit in the Søndre Fasanvej; tram to Raadhus-Plads, *H*, p. 396), where the northern animal kingdom is well represented.

To the S. of the Roskilde road is the park of *Søndermarken* (Pl. A, B, 8). Near its S.E. exit, towards Ny Carlsberg, is a bronze statue of the statesman *K. Chr. Hall* (d. 1888), by W. Bissen.

To the S. of the Søndermarken Park lie the suburbs of *Ny Carlsberg*, with Hr. Jacobsen's great brewery, and **Valby** (tram No. 2, p. 396), where the Romanesque Jesus-Kirke (Pl. B, 9), built by Dahlerup at the cost of Hr. Carl Jacobsen, deserves a visit. The sacristan (Valby Langgade 12) is in the church on week-days, 12-4 (25 *ø.*). The interior, lavishly decorated, is borne by 82 granite pillars in two rows, one above the other. The font, with figures of Faith and Hope, is by *Jerichau;* the tomb of the Jacobsen family has marble groups by *Tenerani*, after *Thorvaldsen;* the altar-frieze, Christ surrounded by Apostles, Saints, and Reformers, is by *Sinding*. In front of the church is a large crucifix by Jerichau.


DYREHAVE
Sporrej
ESROM SÖ
Helsingör
Nödebo
Fredensborg
Sörup
Asminderød
Grønholt Vang
Stenholt Vang
Stenholt
Grønholt
Overdrev
Stampehølle
Ramsmølle
Mølleaa
Ermitagen
Lundtofte
Stor Dyrehave
Dyrehave
Strandmölle
Springforbi
Taarbæk
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Jægersborg
Bernstorff
Ordrup
Skovshoved
Vangede
Gjentofte
Charlottenlund
Fort Constantia
Bellevue
Klampenborg
Lyngby
Lyngby Sö
Virum
Frederiksdal
Sorgenfri
Kongens Lyngby
Kjöbenhavn
Triangl
Anstalt von Wagner & Debes Leipzig

70. From Copenhagen to Helsingør.

STEAMBOAT, skirting the coast of Zealand, a very pleasant voyage, several times daily to *Helsingør* in 2¾ hrs. (fare 2 kr.; to Klampenborg 50 ø.; restaur. on board), starting from the Havnegade, near the Niels-Juelsgade (Pl. K, L, 7), at Copenhagen. Stations: Klampenborg, Skodsborg, Rungsted. Forenoon light best. — TRAMWAY to Klampenborg, see p. 396, Line 1: fare to Hellerup 10, Charlottenlund 20, Klampenborg 30 ø. (to be extended to Bernstorf and Ordrup in 1909).

a. Coast Railway.

45 Kil. Express (from the Nordbanegaard, p. 395; Berlin-Copenhagen-Christiania) to *Helsingør* in 50-60 min., ordinary trains in 1-1½ hrs. (from the Østbanegaard, Pl. L, 2, 3; fares 3 kr., 1.90, 1.10). Also local trains to *Klampenborg*, in summer hourly on week-days, and half-hourly or oftener on Sundays and holidays (fares 70, 45, 25 ø.), starting from the Klampenborg Station (Pl. G, 6); also to *Holte* (p. 422), starting from the Nordbanegaard (special booking-office).

The railway from the Nordbanegaard, also followed by the local trains for Klampenborg, skirts the N.W. side of Copenhagen, calls at the suburban station of *Nørrebro*, and near (5 Kil.) *Hellerup* joins the line from the Østbanegaard. 8 Kil. *Charlottenlund*. To the right are the beautiful park, open to the public, and the royal château. On the shore of the Sound, 1 Kil. from the station, are the popular *Rest. Constantia* and the bath-house.

10 Kil. **Klampenborg** (*Kur-og-Søbad*, with rest. and large park, R. 2-15, B. 1, L. 2½, D. 3 kr.; *Bellevue Strand-Hot.*, with garden-café, good), a popular summer resort and sea-bathing place, on the S.E. margin of the **Dyrehave* ('deer park', usually called *Skoven*, 'the forest'), a beautiful beech-forest, stocked with deer.

Pleasant walk of about 2½ hrs.: We cross the railway-viaduct and enter the wood by the 'Røde Port'. The *Kirsten-Pils-Kilde* ('spring') is a very popular rallying-point in June and July. The forester's house of *Fortunen*, in the S.W. corner of the Dyrehave, with a garden-café, ¾ hr. from the Klampenborg station, commands a fine view. From Fortunen we go N.E. to (¾ hr.) the *Eremitage*, a shooting-lodge built in a clearing by Christian VI. in 1736 (café). Then by *Raadvad* (rest.) through the wood to (1-1¼ hr.) Skodsborg (see below).

The train skirts the coast, passing the Dyrehave and many villas, let in summer for sea-bathing. Beyond *Torbæk* is stat. *Springforbi*.

16 Kil. **Skodsborg** (*Bad-Hot.*, prettily situated on the outskirts of the wood, 5 min. N. of the station, with view, R. 2-8, B. 1, L. 2½-3, D. 3-4, pens. 7½-14½ kr.; *Hot. Øresund*, nearer the station, R. 2-6, B. 75 ø., L. 1½, D. 2-3, pens. 6-10 kr.) is another favourite bathing-place. Beautiful wood-walks to the little lake of *Bøllemose* (¼ hr.) and other points.

19 Kil. *Vedbæk* (Hot. Vedbæk), on the *Trørød Skov*. To the S. lies *Enrum*, the seat of Count Danneskjold-Samsø, with a park (open to the public). Branch-line to (12 Kil.) *Lyngby* (p. 422). Farther on we pass the *Smidstrupgaard*, the little château of the King of Greece. Beyond the Sound we see the Swedish island of *Hven*,

famous for its association with Tycho Brahe, on which is the church of St. Ibbs (James). 23 Kil. *Rungsted* (Hotel Rungsted, good), with a monument to the poet Joh. Ewald (p. 402); 30 Kil. *Nivaa*, near the estate of *Nivaagaard*, which has a small but good collection of pictures (open on Sun.).

42 Kil. *Snekkersten* (p. 424); 45 Kil. *Helsingør*, see p. 424.

b. Zealand Northern Railway.

58 Kil. Railway to Helsingør in 1 1/2-1 3/4 hrs. (to Hillerød in 1 hr.; fares 2 kr. 35, 1 kr. 50, 85 ø.). The trains start from the *Nordbanegaard* (Pl. G, 6). Those who wish to see Frederiksborg (2-3 hrs.) on the way should take the first train.

To (5 Kil.) *Hellerup*, where the coast-railway diverges to the right, see p. 421. — 8 Kil. *Gjentofte;* to the right is the royal château of *Bernstorff*, built in 1764.

11 Kil. **Lyngby** (*Hot. Rustenborg*, R. 1 1/2-2 1/2, D. 2 kr.; *Hot. Lyngby*, R. from 2 1/2, D. 2 1/2 kr.), junction of a branch to Vedbæk (see p. 421), lies prettily on the *Lyngby-Sø*, and is a favourite goal for excursions. The Danish Folkemuseum (p. 400) has its 'open-air section' here (old cottages, etc.; adm. 1-6 o'cl.). To the right is the royal villa of *Sorgenfri*, the summer seat of Crown Prince Christian. On the left is Count Schulin's villa of *Frederiksdal*, to which a small steamer plies from Lyngby. We may then take the 'Amfibiebaad' up the *Furesø* to *Fiskebæk* and *Farum*, a station on the Slangerup line, or by steamer cross the lake to Næsset and Holte (there and back from Copenhagen in 6-8 hrs., a pleasant excursion; fare 2 1/2 kr.).

16 Kil. *Holte*, also with pretty environs. On the Furesø rises the château of *Dronninggaard*.

34 Kil. **Hillerød.** — Hotel Kronprindsen, R. 2-3 kr., Hot. Kjøbenhavn, both in the market-place, 10 min. from the station; Hot. Leidersdorff, 5 min. further, opposite the approach to the castle. — In the castle-park is the *Slotspavillon*, a good restaurant, see p. 423.

Carriage to *Fredensborg* (p. 424): one-horse 4, and pair 6 kr., and fee.

Branch Railways: through the beautiful forest of *Gribskov* (stat. *Gribsø*), by (8 Kil.) *Kagerup* to (26 Kil.) *Gilleleje*. Another line to (23 Kil.) *Frederiksværk*, a little town on the Roskilde Fjord.

Hillerød, with 5200 inhab., capital of the district of Frederiksborg, lies at the S. end of the little *Frederiksborg-Sø*, from which rises the castle of Frederiksborg, the grandest monument of the Danish Renaissance. From the station we reach the market-place in 10 min. by the street either right or left. On the N. side rises a *Statue of Frederick VII.* by Bissen. The entrance to the castle is 6 min. farther; or we may cross to it by motor-boat.

The ***Frederiksborg**, erected by Christian IV. in 1602-20 on the site of an older building of Frederick II., of which two round towers still remain, affords an excellent example of a royal residence of the period. It occupies three islands near the W. bank of

the lake. The first bridge leads to the offices, the second to the massive tower-gateway of the outer court. Here, right and left, are the business rooms and dwellings of the officials. In the centre is a copy (1888) of the *Neptune Fountain* by Adriaen de Vries (1623), carried off by the Swedes in 1659. In front of us, on the third island, rises the castle itself.

Three four-storied wings, with towers and gables, and a lower entrance-wing enclose the great court. As in similar buildings in N. Germany, the Renaissance character of the architecture is expressed mainly in the decorative details, which are executed in sandstone. Most striking are the portal and loggia of the central building; the wall-fountain was added in 1621 by *L. P. Sweis*, a Dutchman. The W. wing contains the Chapel, above which is the great Knights' Hall. After a destructive fire in 1859, the castle was restored under the direction of *F. Meldahl* and fitted up as a *National Historical Museum*, chiefly at the cost of the patriotic *Dr. J. C. Jacobsen* (d. 1887). The works of art, originals and copies, collected here afford a survey of Danish history and culture since the introduction of Christianity. The rooms, few of which have survived the fire, are fitted up in the style of their periods, after Danish and other models. Entrance in the loggia of the central building. The visit takes 1½-2 hrs. (adm. daily: from April to end of Sept. 9.30-5, from Sept. to end of Apr. 11-3; week-days 50, Sun. and holid. 25 ø.; catal. 25 ø.).

Ground Floor. In the VESTIBULE are casts of two Runic stones of the 10th cent. — ROOMS 6-11. Copy of the *Bayeux Tapestry*, 77 yds. long, 20 in. broad, representing the conquest of England by William of Normandy in 1066. The next rooms are decorated in the Gothic style.

First Floor (middle building). Furniture of 16-17th cent., notably chests with armorial bearings; also fine modern furniture. — The TOWER ROOM (23) and COUNCIL CORRIDOR (24) still retain part of the mural decoration of the time of Christian V. — ORIEL ROOM (30): Several paintings by *J. Owens;* portraits of *Frederick II.* (1559-88) and his contemporaries. — TOWER ROOM (32): 'Gottorp Globe' of 1657.

Second Floor. RR. 35-37: Portraits and pictures of important events; chests, cabinets, and tables of the time of *Christian IV.* (1588-1648) and his successors. — TOWER ROOM (38): Portraits of Charles XII. of Sweden (1697-1718), his sister Ulrika Eleonora, and others. — The large KNIGHTS' HALL (39), restored in the style of Christian IV. after the fire, with a superb ceiling, contains numerous royal portraits, as Christian IV. on horseback (copy). — RR. 40-42: Portraits, pictures of events, and furniture of the time of *Frederick III.* (1648-70). — RR. 43-45: Time of *Christian V.* (1670-99). — RR. 46, 47: Time of *Frederick IV.* (1699-1730); inlaid furniture, first half of 16th cent. (R. 47). — RR. 48, 49: Rococo furniture of *Christian VI.* (1730-46) and *Frederick V.* (1746-66). — R. 50: *Christian VII.* (1766-1808). — R. 51: *Frederick VI.* (1808-36). — R. 52: *Christian VIII.* (1839-48). — R. 53: Portraits of members of the Constituent Assembly of 1849. — We pass through the CORRIDOR (54), the contents of which supplement those of the adjacent rooms, and descend the staircase to the —

First Floor, the E. wing of which contains Rooms 56-64, fitted up in modern style. Pretty views from all the windows.

The **Church,** where the kings of the Oldenburg line were crowned, presents a curious combination of mediæval Gothic (traceried windows, net-vaulting) with rich Renaissance details. The inlaid stalls and the royal pew facing the pulpit, dating from Christian IV., are by Dutch artists;

so, too, are the pulpit, of ebony and embossed silver, and the Crucifixion in embossed silver on the high-altar. The gallery is adjoined by the *King's Oratory ('Bedestolen'), restored since the fire of 1859 in all its old splendour of carved wood and ivory, and adorned with twenty-three paintings from the Life of Christ by *C. Bloch* (1865). In the window-niches of the gallery are the arms of the knights of the Danebrog Order.

Turning to the right in the fore-court, then to the right through the gate, we reach an old avenue leading to the *Palace Garden* on the N. bank of the lake, laid out in the old French style. The Slots-Pavillon (p. 422), a restaurant 10 min. from the castle-gate, affords a good view of the castle. We return to the station by the Copenhagen road, leading S.E. from the garden, and then turn to the right.

The avenue is continued by the road to Fredensborg (8 Kil.; see Map, p. 420), which crosses the Gribskov and Gilleleje railway, and then diverges to the right from the Gribskov road. Fine woods of oak and beech, beyond which the road is shadeless. Views of *Lake Esrom* to the left.

Slot Fredensborg, the autumn residence of the royal family, was built in 1720-24, in memory of the Danish and Swedish peace concluded shortly before. (Adm. for 1-6 pers. 2 kr. 7-12 pers. 4 kr.) The beautiful *Parkis open to the public; visitors pressed for time may take a guide (50 ø.). In the 'Normansdal' are statues of 65 Norwegians, in national costume, presented by Norwegian peasants in the 18th cent. A monument recalls the almost annual visits of Emp. Alexander III. of Russia to his father-in-law Christian IX. On the S. side of the park is a superb avenue. Boats for a trip on Lake Esrom may be obtained at the 'Skipperhus'. — The village of **Fredensborg** (*Jernbane-Hot.*, R. 1½-2, B. ½, D. 2-3 kr., good; *Storekro*, near the château) is a railway-station (43 Kil. from Copenhagen), ¼ hr. from the château.

The last station before Helsingör is (56 Kil.) *Snekkersten*, where we join the coast-railway (p. 422). — 58 Kil. *Helsingør*. The station is on the quay. Custom-house for travellers from Sweden.

Helsingør. — *Rail. Rest.*, good; *Jernbane-Hot.*, by the station and the quay, *Hot. Øresund*, Sten-Gade 53, both good, R. 2-3, B. ¾-1, D. 2-3 kr.; *Hôt. du Nord; Hot. Hammershøj*, 10 min. from the station; all with cafés.

Helsingør is an old trading town with 14,500 inhab. and large docks, on the narrowest part of the *Sound*.

To the N.E. of the town, 20 min. from the station, following the rails round the quay, we reach the picturesque and conspicuous ***Kronborg**, built under Frederick II. in 1574-85, probably by *Ant. Obergen*, a Dutchman, and restored after a fire by Christian IV. in 1635-37. The castle is constructed of Norwegian and Gotland sandstone, and is enclosed by ramparts and broad moats.

Entering the precincts by the chief W. gateway, we turn to the left, pass through a long archway and a Renaissance gateway, and in 5 min. reach the picturesque inner court, with turrets, gables,

HELSINGÖR
1:32.000
Kronborg
Station
Helsingborg
Helsingör
Hven
SVERIGE
Landskrona
Hörshölm
Fredensborg
Kongstedlund
JÆLLAND
Skodsborg
Strandmøllen
Dyrehaven
Hjortekjær
Charlottenlund
KJÖBENHAVN
Frederiksberg
Frederiksberg
Christianshavn
Drogden
Saltholm
Amager
Dragör
Kjöge Bugt
Lomma
Bugt
MALMÖ
Lunkhamn
Hyllie
Bunkeflod
Vintrie
Lockarp
Trelleborg
Lödde å
Barsebäck
Löddeköpinge
Löddesborg
Flädie
Örnerup
Lommabukten
Akarp
Arlöf
Sege å
Svedala
Hvidovre
Brøndbyvester
Brøndbyøster
Glostrup
Taarnby
Kastrup
Tårnby
Viberup
St. Magleby
Kallerup
Kjöge å
Kjöge
Fakkeløkke
Kastrup
Ellebjerg
Vesterbro
Nørrebro
Frederiksberg
Valby
Sundby
Christianshavn
Prinsessen
Trekroner
Roskilde
Ledøje
Ledøje
Herlev
Husum
Brønshøj
Gladsaxe
Buddinge
Gjerlev
Bagsværd
Ganløse
Lyngby
Jonstrup
Virum
Holte
Nærum
Taarbæk
Klampenborg
Sorgenfri
Lyngbygaard
Skovshoved
Strandmøllen
Dronningegaard
Nærum
Søllerød
Birkerød
Hørsholm
Rungsted
Rungstedgaard
Ravnsholt
Ravnsholt
Hvidkilde
Hvidkilde
Ravnsholt
Ravnsholt
Ravnsholt

and church-spire, almost all dating from the time of Christian IV. The rest of the castle, chiefly used as barracks, presents little attraction. (Tickets in the inner court, first door on the left: picture-gallery, chapel, and tower 30 ø.; chapel alone 20 ø.; casemates, 1-8 pers. 25 ø. each, 9-14 pers. 20 ø. each.) The *Castle Chapel* has galleries, pulpit, and stalls of painted and gilded wood-carving, executed by German masters under Christian IV., and restored in 1843. The rooms once used by the royal family contain chimney-pieces of the time of Christian IV., many unimportant pictures, a statue of Shakspeare by Hasselriis, etc. — From the flat roof o the S.W. Tower (145 steps) we have an extensive **View* of the Sound, from the island of Hven to the Kullen, and of the wooded coast of Zealand.

The *Flag Battery* (where the guns must not be approached), to the right of the exit by the Renaissance gateway (see above), is the 'Platform before the Castle of Elsinore' where Shakspeare makes the ghost in Hamlet appear. Kronborg is also mentioned in Danish traditions. Deep down in its casemates slumbers Holger Danske ('the Dane'), a well-known character in Andersen's tales.

It was at Helsingør that Denmark formerly exacted the Sound Dues from all passing vessels (from 15,000 to 20,000 annually). These dues were at length commuted in 1857 by the nations interested for a sum of 30,476,325 Danish riks-dollars (about 3½ millions sterling).

A light railway runs from Helsingör (station on the N. side of the town) to the sea-bathing places *Marienlyst*, *Hellebæk*, *Aalsgaarde*, and *Hornbæk* (13 Kil.). The chief of these is **Marienlyst**, ¼ hr.'s walk from the Kronborg. On the beach, to the right of the road, is the large **Kur- & Bade-Anstalt* (R. 2-10, B. 1, L. 2½, D. 3½ kr.), with pleasant grounds (adm. 10 ø.), containing bronze figures of Hamlet and Holger Danske (see above). Fine view of the Kronberg, the Sound, and the Swedish coast. On the wooded hill to the left of the road are the little château of Marienlyst, formerly royal, and the café Hamletsgaard. A stone pyramid a little higher up is pointed out as 'Hamlet's tomb'. — *Hellebæk* and *Aalsgaarde*, a little further on, also have good quarters for sea-bathers. The last station is **Hornbæk** (*Hot. Bondegaarden; Hornbæk Kro; Pens. Friis*, 5-6 kr.), whence we may follow the coast-road to (8 Kil.) *Nakkehoved* (extensive view from the lighthouse; fee 25 ø.) and (2½ Kil.) **Gilleleje** (*Badehotel*, R. 2-4, D. 2-4, pens. 5-6 kr.), the largest fishing-village in Zealand, splendidly situated on the Kattegat, opposite the Swedish promontory of Kullen (p. 274). From Gilleleje to (26 Kil.) Hillerød, see p. 422.

On the Swedish coast opposite lies (4 Kil.) *Helsingborg* (p. 273). Steam-ferry 9-10 times daily in 20 min. (fare 40 or 25 ø.; restaur.) Through-carriages for Sweden cross by the ferry.

71. Bornholm.

From Copenhagen (Kvæsthusbro; Pl. M, 5) steamer daily in 9 hrs. to *Rønne* on the W. coast of the island; fare 8½, return 13 kr. (omnibuses from Rønne to Helligdoms-Gaarden and to Blanch's Hotel); also to *Nexø*, on the E. coast, twice weekly in 15 hrs.; fare 8.50, return 12.75 kr. — From Sassnitz (N. Germany) steamer several times a week to *Hammerhafen* or *Allinge*, at the N. end of the island, in 5 hrs.; fare 10, return 15 or 18 *M.* — The 'Hammer' district in the N. part of the island is the most interesting. The finest points may be seen in 2-3 days by driving (carr. and pair 13-16 kr. per day) from Rønne to Hammershus, visiting to N.W. coast thence as far as Jons-Kapel, and then driving along the N.E. coast to Helligdommen and back by the Almindingen to Rønne.

The Danish island of *Bornholm*, 225 sq. M. in area, with 41,000 inhab., is 170 Kil. from Copenhagen, 37 Kil. from the S. coast of Sweden, and 90 Kil. from the island of Rügen. It consists mainly of a huge mass of granite, worn smooth by the great Scandinavian glaciers, and in many parts but thinly covered with soil. From the highest point radiate several brooks down to the sea. The chief town and villages lie on the coast, and there are many separate gaards or farm-houses of the Scandinavian type. Agriculture, the preparation of porcelain and terracotta clay, and fishing are the chief industries of the islanders.

On the W. coast of Bornholm lies **Rønne** *(Dam's Hot.*, R. 1½, D. 1 kr. 65 ø.; *Turist-Hot.)*, the capital of the island and landing-place of the Copenhagen steamers, with 9300 inhab. and a small museum of Bornholm costumes and antiquities. To the N. of Rønne is (9 Kil.) the little port of *Hasle* (Hot. Hasle); where some of the Copenhagen steamers call.

To the E. of Rønne (14 Kil.; carr. and pair 9 kr.; railway see below), beyond *Bjerggaarde*, where there are several 'bautastenar', lies the great beech-forest of **Almindingen**, about 62,000 acres in area (*Jomfrubjerget*, a good inn). We may here ascend the *Christianshøj* (410 ft.) and the *Rytterknægt* (532 ft.; view-tower), visit the old forts of *Gamleborg* and *Lilleborg*, and explore the deep rocky gorge of the *Ekkodal*.

From Rønne to Nexø, 36 Kil., rail in 1¾ hr., by (10 Kil.) *Nylarsker*, with its round church in two stories (Nylarskirke, 12th cent.), and (17 Kil.) *Aakirkeby*. Branch to (4 Kil.) Almindingen, see above. — 37 Kil. *Nexø* (Holm's Hot.), a port on the S. coast, with 2600 inhab.

At the N. end of Bornholm, about 20 Kil. from Rønne (omn. in 3 hrs.; carr. and pair 12 kr.) lies **Hammerhafen**, the landing-place of the Sassnitz steamers. Above it are **Blanch's Hotel* (R. 2½-4, B. 1-1½, D. 2½, pens. 5½-8 kr., with baths), and the plainer *Hot. Hammershus* (pens. 3½ kr.), both often crowded. Close by, on the W. coast, are the remains of *Slot Hammershus* (adm. 15 ø.), built by the archbishops of Lund in the 13th cent. Below it are curious cliffs (*Løvehoveder*, lions' heads) and caverns (*Vaade Ovn* and *Tørre Ovn*, wet and dry oven). To the S. lies the green *Finnedal* with its inn (pens. 4-6 kr.); a little further off is the *Jons-Kapel*, a rock 134 ft. high. To the N. of the Hammershus, and separated from the island by the *Hammerdal* and the *Hammersø*, rises the headland of *Hammeren* (276 ft.) with its lighthouse and large granite quarries.

On the N.E. coast are the little towns of *Sandvig* (1/2 hr. E. of Hammershus; Klo's Hot., R. 1 1/2-3, B. 1, D. 2-3, pens. 4-6 1/2 kr.; Hot. Strandschloss; motor-boat several times a week to Gudhjem) and, 1/2 hr. further S., *Allinge* (Hot. Allinge; Hoyer's; Hot. du Nord), with sea-baths. To the S. of Allinge (1 hr.) is the *Oleskirke*, an old round church. About 5 M. S.E. of Allinge is the *Hot. Helligdomsgaard* (R. 1 1/2-2 1/2, B. 3/4, D. 2 1/4, pens. 5-7 kr.). Before reaching the hotel we may diverge to the left from the road, to visit the *Dyndal* with its waterfall and the *Amtmandssten*, a fine point of view, and then follow the coast to the S.E.

The ***Helligdom** ('sanctuary') cliffs, about 65 ft. high, deeply indented by the surf and worn into separate blocks, are one of the chief sights in the islands. A little further on is the fishing village of *Gudhjem* (Hot.). From Gudhjem a road leads S. to the *Østerlarskirke*, the largest round church in Bornholm, where it forks: one branch leads inland to Almindingen (p. 426), and the other leads E. to *Svaneke* (Hot. Østersøen, pens. from 3 1/2 kr.), 19 Kil. from Gudhjem. In the vicinity are numerous Runic stones. Pleasant walk along the shore to (2 hrs.) **Nexø** (p. 426).

72. From Copenhagen by Kalundborg to Aarhus.

Railway to Kalundborg, 109 Kil., in 2-3 1/2 hrs. (7, 4.40, 2.60 kr.). Steamer thence to Aarhus, 90 Kil., daily in 4 1/2 hrs. (4 kr.; restaur. on board).

From Copenhagen to (32 Kil.) *Roskilde*, see R. 73. Then (39 Kil.) *Leire;* 2 Kil. to the right is Count Holstein's château of *Ledreborg*. From (53 Kil.) *Tølløse* a branch diverges to (20 Kil.) *Vedde* and (38 Kil.) *Høng*. Our train turns N. to (66 Kil.) **Holbæk** (*Hot. Isefjord;* pop. 5200), on the fjord of that name.

Branch to NYKJØBING, 49 Kil, by (20 Kil.) *Herve*, 5 Kil. E. of which is the ruined castle of *Dragsholm*, where the Earl of Bothwell, Queen Mary Stuart's third husband, died in 1578.

74 Kil. *Regstrup;* on the right is the *Løvenborg*, the seat of Baron Løvenskjold, built in the 16th-17th cent.

88 Kil. **Jyderup** *(H. Skarridsø)*, near the pretty *Skarridsø*.

To reach the lake we follow the railway for 2 min. to the right and turn S. to (10 min.) the boatman's house. Rowing past *Villa Selvst* (right), we land at *Delhoved*, then walk to the forester's house, from whose garden we have a fine view of the woods, the Tis-Sø, and the Great Belt. We now follow a forest-path for 5 min., diverge to the right to (10 min.) the *Stridsmølle*, and (10 min. more) reach the *Øresemølle*.

On the left is the Skarridsø. We pass through beech-wood and patches of moor. 96 Kil. *Svebelle;* 101 Kil. *Værslev*.

109 Kil. **Kalundborg** (*Hot. Postgaarden*, R. 2, D. 2 kr.; pop. 4600), a small seaport on the Kalundborg Fjord. The chief sight here is *Vor Frue Kirke* (1-6 pers. 75 ø.), built in the 12th cent. in the Romanesque style, in the form of a Greek cross, with octagonal towers over the centre and at the end of each arm. To the N. of the town are the promenades of *Mellesakken* (115 ft.), affording a fine

view. On the right bank of the fjord, opposite the town, lies *Lerchenborg*, the seat of Count Lerche.

The Steamer to Aarhus steers down the fjord. Left and right are the headlands *Asnæs* and *Refsnæs*. In the Great Belt lies the island of *Samsø*, where the steamer calls. We next pass the islands of *Endelave* on the left and *Thunø* on the right. *Aarhus*, see p. 433.

73. From Copenhagen to Hamburg by the Danish Islands.

510 Kil. Railway all the way, except the short ferries to Fünen and Fredericia, in 11-12 hrs.; fares 26.90, 20.20, 12 kr.; sleeping-berth 9 or 6 kr. extra.

Copenhagen, see p. 394; the express to Roskilde takes $^1/_2$ hr., passing several small stations.

32 Kil. **Roskilde**, pron. röskille *(Rail. Rest.*, lunch-basket 1 kr.; *Jernbane-Hot.*, R. from $1^1/_2$, D. 2 kr., well spoken of; *Hot. Prinsen)*, an ancient town on the deeply indented fjord of that name, the capital of the kingdom till 1443 (comp. p. 398), and seat of the Bishop of Zealand down to the Reformation, once had a population of 100,000, but now of 8800 only. It is important, however, as a railway-centre. — From the station we go N. across the Hestetorv, then to the left through the Algade, and to the right by the *Raadhus*, to visit the only relic of the town's ancient glory. This is the Romanesque *Cathedral, an imposing brick building with two towers 246 ft. high, consecrated in 1084, rebuilt after a fire in 1282, and often restored, for the last time in 1868. This is the burial-church of the Danish kings, most of whom from Harold I. (d. 937) down to Christian IX. (d. 1906) repose here, the earlier in vaults, the later in the side-chapels. The main-entrance is through the king's gate on the W. side.

Ticket to the Interior (adm. daily from 10 a.m.), with description, 50 ø., to be had on the first floor of the building to the E. of the cathedral. — Behind the carved high-altar (16th cent.) repose Queen Margaret (d. 1412), with a recumbent alabaster statue (1423), and her brother Christopher (d. 1363); Christian V. (d. 1699) and Frederick IV. (d. 1730), with their consorts. In the late-Gothic *Chapel of the Trinity or of the Three Magi (1459-64), on the S. side of the church, are the tombs of Christian I. (d. 1481); Christian III. (d. 1559), by Corn. Floris; and Frederick II. (d. 1588). On the same side, to the E., is the chapel of Frederick V., with the tomb of that king (d. 1766), by Wiedewelt, and the coffins of the kings from Christian VI. (d. 1746) to Christian IX. (d. 1906). Opposite, on the N. side of the church, is the *Chapel of Christian IV., built in 1620-30 in the Renaissance style, restored and decorated in 1847-68, with frescoes by Eddelin and Marstrand. It contains the handsome sarcophagi of Christian IV. (d. 1648) and of Frederick III. (d. 1730) and his consort (these two in bronze). The late-Gothic choir-stalls are curiously carved with scenes from the Old and New Testaments. The reading-desk should also be noticed.

The small gate opposite the N. side of the church leads to grounds which command a pleasing view of the fjord.

From Roskilde to Gjedser, 147 Kil., Railway (incl. ferry from Masnedsund to Orehoved, 20 min.) in 2¼-3½ hrs. (whence a steamer crosses in 2 hrs. to *Warnemünde* in Germany, the shortest route between Copenhagen and Berlin). 22 Kil. **Kjøge** (*Jernbane-Hot.*; *Hot. Prinsen*, in the market), an old town on the *Kjøge-Bugt*, where the Danes under Niels Juel gained a great naval victory over the Swedes in 1677, and where, on 4th Oct. 1710, the Norwegian hero Ivar Hvitfeldt blew up the 'Danebrog', with himself and 700 men, to save the Danish and Norwegian fleet from destruction. In the market rises a statue of Frederick VII. by Bissen. Branch-lines to *Rødvig* and *Faxe*. — 61 Kil. **Næstved** (*Hot. Vinhus*. R. 2½-3½, D. 2½ kr.; pop. 7600), with beautiful beech-woods. Branch-lines, N.W. to *Stagelse*, and S.E. to *Præstø*.

91 Kil. *Masnedsund*, on the little island *Masnedø*, is the port of **Vordingborg** (*Hot. Valdemar*; pop. 3700), an old town in a pretty site, with a ruined castle and the 'Gaasetaarn' (goose-tower), of the time of Valdemar Atterdag (1340-75). Steamer to the island of *Møen*, see p. 431. — We now cross by ferry in 20 min. to —

101 Kil. **Ørehoved**, on the *Storestrom*, the strait between the islands of Zealand and Falster. 121 Kil. *Nykjøbing* (p. 427); 147 Kil. *Gjedser*, or *Gjedser Odde*, the S. point of the island of Falster, whence through-carriages for Germany are ferried to *Warnemünde* in 2 hrs.

32 Kil. *Ringsted*, with an old Benedictine church. 15 Kil. *Sorø* (Postgaard, R. 2 kr., good, in the town, 20 min. from the station; pop. 2300) lies on the pretty lake of that name; the Cistercian church (12th cent.) contains the tombs of L. Holberg (p. 402) and of three Danish kings.

32 Kil. **Korsør** (*Hotel Korsør*; *Hotel Store Belt*; *Rail. Rest.*; pop. 7100) is the starting-point of the steam-ferry across the *Great Belt* (23 Kil. wide; 1¼ hr.) to —

Nyborg (*Postgaard*; pop. 7900), a town and seaport on the island of **Fünen** (Dan. *Fyen*), with an old château and a Gothic church.

The Fünen train, passing several small stations, next stops at —

29 Kil. **Odense** (*Grand-Hôt.*; *Brockmann's Hot.*; *Hot. St. Knud*; pop. 40,600), the capital of the island. The Jernbanegade leads from the station past the *Slot Garden*, on the left, where rises a bronze statue of *Hans Christian Andersen* (1805-75), a native of Odense. Beyond the *Slot* we come to the *Museum* of northern antiquities, on the left (50 *ø.*), then past the post-office to the Vestergade, where the *Raadhus* rises on the left. In front of it is a statue of *Frederik VII.* by Bissen. Opposite, to the S., rises the *Cathedral of St. Knud*, erected in 1086-1301, containing monuments of kings John and Christian II. and a carved reredos by Claus Berg of Lübeck (16th cent.).

From Odense to Faaborg, 51 Kil., railway in 2-3 hrs. — **Faaborg** (*Hot. Rasmussen*. R. 2-3, B. 1, D. 2½-3 kr.; pop. 4700) is prettily situated on the *Faaborg Fjord*. Steamers ply hence to Flensburg in Germany (p. 430). Branch-lines run from Odense N.W. to (37 Kil.) *Bogense*, N.E. (32 Kil.) *Daiby*, and S. to (21 Kil.) *Ringe* (p. 430).

The next important station is (54 Kil.) *Strib*, at the N.W. end of the island; 5 Kil. S. lies the sea-bathing place of *Middelfart*. We now cross the *Little Belt* (4½ Kil.) by steam-ferry in ¼ hr. to —

Fredericia (*Rail. Rest.*; *Victoria Hotel*; pop. 13,500), once

fortified. A bronze statue of a soldier here recalls the victory of the Danes over the Slesvik-Holsteiners in 1849.

The Flensburg train next reaches —

21 Kil. **Kolding** (**Hot. Kolding; Thomsen's Hot.;* pop. 13,500), with the grand ruins of the castle of *Koldinghus*, founded in 1248.

Charming drive (carr. for 1-4 pers. 8-12 kr.) S.E. by (3⅓ Kil.) *Dalby Mølle*, (7 Kil.) *Ajtrup*, (8½ Kil.) *Bjert*, and (12 Kil.) *Binderup*, all thriving villages in a fertile region, to (14 Kil.) **Skamlingsbanken** (371 ft.), where we obtain a splendid view of the Little Belt, Fünen, and the adjacent islands. A granite obelisk, 53 ft. high, recalls the agitation of 1863 for maintaining the Danish language in Slesvik.

19 Kil. **Vamdrup**, the Danish frontier-station. (In the reverse direction luggage booked for Copenhagen is not examined till the capital is reached.)

20 Kil. (from Vandrup) **Woyens**, the first German station (custom-house).

82 Kil. **Flensburg** (*Flensburger Hof; Bahnhofs-Hot.;* pop. 54,000), a busy industrial and trading town at the S. end of the *Flensburger Förde*. At the end of the Rathaus-Strasse, 5 min. N. of the station, is the well-stocked *Art-Industrial Museum*.

121 Kil. **Schleswig,** Dan. *Slesvik* (*Stadt Hamburg, Raven's Hot.;* pop. 18,400), an ancient town, consists of a single street, 3 M. long, rounding the W. end of the bay called the *Schlei*. To the W., 20 min., is the old ducal *Schloss Gottorp*, now barracks. The *Dom* in the Altstadt contains a carved reredos by Hans Brüggemann (1521).

145 Kil. *Rendsburg* (14,800 inhab.). We cross the *Kaiser Wilhelm Canal*. 179 Kil. *Neumünster*, junction for *Kiel;* 223 Kil. *Elmshorn*.

253 Kil. **Altŏna** (*Kaiserhof; Rathaus-Hot.*), with 168,300 inhab., on the N. bank of the *Elbe*.

300 Kil. **Hamburg** (*Esplanade Hot., Hamburger Hof, Vier Jahreszeiten, Kronprinz, Streit's Hot.*, all near the Alster-Bassin; *Savoy Hot., Schadendorf's*, and *Hot. Graf Moltke*, by the chief rail. stat.; pop. 825,000), after London and New York the greatest seaport in the world, see *Baedeker's Northern Germany*.

74. From Odense to Svendborg, Langeland, Laaland, Falster, and Møen.

From Odense to Svendborg, 47 Kil., Railway in 1½-2 hrs.

Odense, see p. 429. — The train runs S. to (21 Kil.) *Ringe* (Gæstgiveri), the junction of branches N.E. to *Nyborg* (p. 429) and S.E. to Faaborg (p. 429).

47 Kil. **Svendborg** (*Vandall's Hot.*, R. 2½-3, D. 2½ kr.; *Hot. Svendborg;* pop. 11,800) is beautifully situated on the *Svendborg Sund*. To the N. of the town is the (10 min.) *Ovinehøi*, overlooking the narrow strait and the islands of Taasinge (p. 431) and Langeland. Farther distant is (20 min.) the ruined castle of *Ørkil*.

The finest excursion from Svendborg is to the island of **Taasinge** (ferry or steamer). The ferry crosses the strait to *Vindeby*, whence we walk to the (1 hr.) high-lying *Bregninge Kirke* (243 ft.; splendid view from the tower; key from the schoolmaster). About 1 hr. E. is *Valdemars Slot*, of the 17th cent. (visitors admitted); and 1/4 hr. N., opposite the island of **Thorø**, is the pretty fishing-hamlet of *Troense* (Troensegaard's Restaur.). — To the E. of Svendborg (along the coast; 20 min.) lies the sea-bathing resort of *Christiansminde* (Bade-Hot., R. 2-3, D. 2, pens. 4-6 kr.), 5 min. beyond which is *Gammel Hestehave*, with large orchards.

From Svendborg by Langeland to Masnedsund.

From Svendborg to Rudkjøbing, 19 Kil., Steamboat in 1 1/4 hr. (fare 1 kr.). From Rudkjøbing to Spodsbjerg, 9 Kil., Diligence (75 ø.); thence to (26 Kil.) *Nakskov* Steamboat in 2 hrs. (2 1/2 kr.). From Nakskov to Masnedsund, 33 Kil., Railway in 3-5 hrs.

The steamer steers between Taasinge, on the right, and Fünen and Turø, on the left, to **Rudkjøbing** (*Hot. Langeland*; pop. 3500), the only town on the fertile island of Langeland, the birthplace of H. C. Ørsted (p. 411), the discoverer of electro-magnetism. — To the N. is (13 Kil.) the fine château of *Tranekjær*, mentioned as early as the 13th cent., the seat of Count Ahlefeldt. The steamer also calls at *Lohals* (Bade-Hot.), near the N. end of the island.

From Rudkjøbing the road runs E. across the island to *Spodsbjerg*, whence a steamer crosses the *Langelands-Belt* and the *Nakskov Fjord* in 2 hrs. to the island of Laaland (or *Lolland*), landing at **Nakskov** (*Hot. Skandinavien;* pop. 8400), with its large sugar-refinery. To the N. is (1/4 hr.) the pleasure-resort of *Svinglen*.

From Nakskov to Masnedsund. — The train traverses fertile fields separated by hedges ('knicke'). — 25 Kil. **Maribo** (*Olsen's Hot.*, R. 2 kr.; *Hot. Maribo*, R. 2-3 kr.; pop. 3800), with its handsome Gothic church (15th cent.), in a pleasant site on the N. bank of the *Maribo-Sø*. Near the station is a *Museum*. — Branch-lines S. to (14 Kil.) *Rødby*, and N. to (7 Kil.) *Bandholm*, whence a visit may be paid to *Knuthenborg*, a mansion with a beautiful park.

34 Kil. *Saxkjøbing* (Hot. Saxkjøbing, R. 2, D. 2 1/2 kr.; pop. 1600). Beyond (43 Kil.) *Grænge* a bridge, 690 yds. long, crosses the *Guldborgsund* to (50 Kil.) **Nykjøbing** (*Jernbane-Hot.*, R. 2-3 kr.; *Hot. Phønix*, R. from 2 kr., good; pop. 7800), an old town and seaport, in a pretty site, the capital of the island of Falster.

Pleasant excursion (17 Kil.; diligence twice daily in 1 3/4 hr.; 1 kr. 35 ø.) to *Nysted* (Danielsen's Hot., plain), 5 min. from Count Raben-Levetzau's château of *Aalholm*, perhaps the oldest building in Denmark. Splendid view from the tower

From Nykjøbing to *Masnedsund*, see p. 429.

Møen.

From Masnedsund to Kallehave, 21 Kil., railway in 1 hr. (1.60 or 1 kr.); steamer thence to Stege in 40 min. (A steamer also plies from Copenhagen to Stege in 7 hrs.) — From Stege to *Liselund* (Møensklint), 16 Kil., carriage in 2 hrs. (1-4 pers. 7 kr. 5 ø.; from the postmaster). — A visit to the Danish island of *Møen* is very attractive. The W. half is flat, but the E.

half, known as the *Klint*, is rocky, rising sheer from the sea. The white and often fantastic chalk cliffs, with their verdant ravines, unite with the blue sea to produce a scene of great beauty.

Stege (*Månson's Hot.; Hot. Harmonien;* pop. 2300), the only town on the island, with remains of its old castle and walls, lies on the northmost of the two peninsulas that separate the bay of *Nored* from the Great Belt.

The road to Liselund leads E., at first through a monotonous district, to the (11 Kil.) village of *Borre*, with its little Romanesque church (12th cent.). About 3½ Kil. farther is Baron Rosenkrantz's estate of *Liselund*, with a modest but good pension (4 kr.) at the farm-house. A path through the garden of the farm, and through a ravine, leads to the *Lille Klint* ('little cliff'), a fine point of view. We then follow the top of the cliffs to the S., passing several steep and curiously shaped rocks, separated by wooded ravines known as *Fald*, and reach the (1 hr.) *Store Klint* ('great cliff'); on the way to it are the *Taler* ('speaker'; 328 ft.) and the *Hylledalsklint* (420 ft.). About 1 Kil. inland rises the *Aborrebjerg* (469 ft.), the highest point in the island, another fine point of view. We continue to skirt the coast to the S., passing the pretty ravine of *Maglerandsfaldet* (Restaur.), the *Sommerspir* ('summer peak'; 354 ft.), and the *Steilebjerg*, a cliff on the S. edge of the woods. Returning to the restaurant, we may then, weather permitting, row back to Liselund.

75. From Fredericia to Frederikshavn. Jutland.

337 Kil. Railway in 8¼-12 hrs. (fares 12, 7.50, 4.50 kr.). Views to the right. Steamboats from Frederikshavn daily to *Gotenburg*, in 4½-5 hrs., and to *Christiansand* in 11 hrs.; twice a week to *Christiania* in 13 hrs.

Fredericia, see p. 429. — 21 Kil. *Munkebjerg*. To the right, through the wood, we see the *Veilefjord*, at the W. end of which we stop at (27 Kil.) *Veile* (Hôt. Royal), a town of 16,200 inhab.

The train skirts the N. bank of the fjord. 59 Kil. **Horsens** (*Jørgensen's Hot.; Hot. Skandinavie;* pop. 22,300), an old town on the *Horsens-Fjord*. The *Vor-Frelsers-Kirke* contains a carved pulpit of 1663-70, and the *Kloster-Kirke* tombstones of the 17-18th cent.

88 Kil. **Skanderborg** (*Hot. Phønix*, R. 2 kr.; *Hot. Skandinavie*, pop. 3100), ¼ hr. S. of the station, is prettily situated on a neck of land between two lakes. Fine view from the church-tower.

From Skanderborg to Skjern, 112 Kil., railway in 3-4 hrs.; a charming undulating region, with woods, moor, and lakes. 18 Kil. *Laven* (Hot., R. 1½, D. 2-2½ kr.); steamer across the *Julsø* (25 ø.) to the foot of the Himmelbjerg (ascent 20-25 min.; p. 433).

31 Kil. **Silkeborg** (*Hot. Silkeborg; Hot. Dania; Højskolehjem*, plain but good; pop. 8000) a town dating only from 1844, at the influx of the *Gudenaa* into the *Lang-Sø*, is one of the most beautiful places in Denmark. An excursion on the river is attractive (boats at Hot. Silkeborg; steamboat several times daily to the Himmelbjerg, 75 ø.; to Laven, see above). The finest points in the vicinity are: in the Nørreskov, S.E., the *Ulvehoved* (243 ft.) and *Loviseheï* (243 ft.); in the Vesterskov, S., *Krogh's Bank* on the *Almindesø* (carr. 8 kr.), and further off, *Frederik den Syvendes Høj* (404 ft.); in the

Østerskov, S.E., the *Caroline-Amalies-Høj* (210 ft.); in the Sønderskov, farther E., the *Aas* (289 ft.); lastly, in the adjacent Ry-Nørreskov, the *Himmelbjerg* (483 ft.; Hôt. Himmelbjerget, good; belvedere. 25 ø.). — The train then goes on to (71 Kil.) *Herning* (Eyde's Hot.; pop. 5500), junction for *Viborg* (p. 436) and for Holstebro, and to (112 Kil.) *Skjern*, on the line between Lunderskov (Kolding, p. 436) and Struer (p. 436).

110 Kil. **Aarhus** (**Hôt. Royal*, R. 2½-3, D. 2 kr.; *Hôt. Skandinavie; Central Hôt.*; pop. 55,300), an ancient seaport town on the fjord of that name, is the junction of the E. Jutland railway. The *Cathedral* (12 min. N. of the station; tram 10 ø.), founded in 1201, has been frequently altered. The *Museum* (casts, pictures, antiquities) may also be visited. Pleasant drive (carr. and pair 8 kr.) through the *Marselisborg Woods*, where the Crown Prince of Denmark has a new château, to *Ørnereden* ('eagle's nest'; 120 ft.; fine view). A steamer also plies in 40 min. from Aarhus to *Marselisborg-Skov*.

From Aarhus (E. station) to Grenaa, 67 Kil., railway (2½-4 hrs.). — 3 Kil. *Riis Skov* (restaur. Salon. Ferdinandsplads, Pavillon), on the coast, is backed by beautiful woods. From (29 Kil.) *Mørke* a pleasant road leads S., by *Rende*, to the ruined castle of *Kalø*, where Gustavus Vasa was imprisoned in 1518-19. — From (38 Kil.) *Ryomgaard* a branch-line runs to (36 Kil.) *Randers* (see below), and from (57 Kil.) *Trustrup* a branch S. to (22 Kil.) *Ebeltoft*. — 67 Kil. *Grenaa* (Hôt. Dagmar; pop. 3800) lies on the Kattegat.

Branch-lines from Aarhus to (38 Kil.) *Hammel*, and by *Odder* to (61 Kil.) *Horsens* (p. 432).

Steamboat and rail to Copenhagen, see R. 72.

117 Kil. *Brabrand*; on the W. bank of the *Brabrand-Sø* lies the estate of *Constantinsborg*. 134 Kil. *Hinnerup*. To the W. stretch the forests of Count Friis. 143 Kil. *Hadsteen*; in the woods to the left is the château of *Favrskov*. 148 Kil. *Lerberg*; to the left is the château of *Bidstrup*. 153 Kil. *Lavrberg*.

To the S. lies the large and well-wooded estate of **Frijsenborg**, belonging to Count Frijs and containing several fine country-seats. To the S.E. are (3 Kil.) *Houlbjerg*, (8 Kil.) *Haurum*, and (12 Kil.) *Frijsendal*. Then (16 Kil.) *Frijsenborg*, the château of Count Frijs, in the Christian IV. style, with a beautiful park. The road goes on to (16 Kil.) *Hammel* (Inn), whence a branch-line runs to Aarhus (see above).

156 Kil. *Langaa*, junction of the W. Jutland railways.

169 Kil. **Randers** (*Rail. Rest.*; *Hot. Randers*, good; pop. 21,000), junction of the E. Jutland railway, on the *Gudenaa*. The Gothic *St. Martens-Kirke* contains good wood-carving of the 17th cent. — Branch-lines E. to (36 Kil.) *Ryomgaard* (see above), and N. to (41 Kil.) *Hadsund* (see below).

201 Kil. **Hobro** (*Grand Hôt.*; *Møller's Hot.*; pop. 3300) lies at the W. end of the *Mariager-Fjord*.

To the E. lies (11 Kil.) **Mariager** (*Hot. Postgaarden*; pop. 950), a small town on the Mariager-Fjord, reached in 1 hr. (75 ø.) by the steamer which plies between Hobro and Hadsund in 1¾ hr. (1.20 kr.). The church and adjacent building are relics of an old monastery. To the S.E. rises the (20 min.) *Hohøj* (361 ft.), a good point of view.

Branch from Hobro by (25 Kil.) *Aalestrup* (p. 436) and (40 Kil.) *Aars* (branch to Svendstrup, 40 Kil., see below) to (67 Kil.) *Løgstør* (p. 435).

216 Kil. *Arden*. Then through beautiful woods. 240 Kil. *Svendstrup*. Branch-line to Aars (see above).

250 Kil. **Aalborg** (*Rail. Rest.*; **Hot. Phœnix*, R. 2½ kr.; *Beier's Hot.*; *Hot. Hafnia*; pop. 31,500), one of the oldest towns in Denmark, lies on the *Limfjord*, which connects the North Sea and the Kattegat. The *Museum*, in the Algade, contains paintings, antiquities, and casts. Beyond it is the *Hospital*, dating partly from the 15th cent.; to the E. of the museum is the *Rudolphi-Kirke*, of the 14th cent., but almost entirely rebuilt in 1759-79. The town contains several interesting Renaissance houses of the 17th cent., notably the *Svan-Apothek*, of 1623, in the Østeraagade. The *Frue-Kirke*, 5 min. E. of the Rudolphi-Kirke, almost entirely modern (1872-78), has an old tower and an old chapel on the N. side. The *Frederikskilde* and *Skovbakken* are pleasant promenades to the S. of the station.

From Aalborg to Sæby and Frederikshavn, 81 Kil., railway in 3-4 hrs. — 3 Kil. *Nørre Sundsby* (see below). 68 Kil. *Sæby* (Hot. Harmonien; Kur-Hot.), with a chalybeate spring and sea-baths. To the W. is the pretty *Sæbygaards Skov* (Restaur.). 81 Kil. *Frederikshavn*, see below.

The Limfjord is crossed by a pontoon-bridge and an iron railway-bridge (418 yds. long). On the N. bank, opposite Aalborg, lies (255 Kil.) *Nørre-Sundby*. — 268 Kil. *Sulsted*. To the left lies the extensive *Vildmose* ('wild moor'), where mirage-effects are often seen in summer. 301 Kil. **Hjørring** (*Kypper's Hot.*; *Hot. Skandinavie*; pop. 8800), an old town. To the W. (13 Kil.; diligence) are the sea-baths of *Lønstrup* (Linnemann's Hot.), on the Kattegat, 3 Kil. S. of which rises the *Rubjerg-Knude* (243 ft.; extensive view).

337 Kil. **Frederikshavn** (*Hot. Dania*, by the harbour, R. or D. 2 kr.; *Hoffmann's Hot*, D. 2 kr.; *Hot. Cimbria*; pop. 7200), a small seaport, once fortified. After a short halt the train goes down to the quay. Pleasant walk on the N. pier (baths).

To the W. is the church of *Flade*, amidst woods. Fine view. — To Sæby and Aalborg, see above.

From Frederikshavn to Gotenburg steamboat (private cabins to be had; D. on board 2 kr.) in summer daily in about 5 hrs. across the *Kattegat*, where the sea is apt to be rough. Picturesque approach to Gotenburg through the *Skärgård*. On the right lies the *Styrsö*, a small sea-bathing place. Nearing the dismantled fort of *Elfsborg* (see Map, p. 424) we enter the turbid water of the *Göta-Elf*. To the right, on the mainland, are the sea-baths of *Långedrag*. Next appear on the right the *Nya Varft*, and then the *Gamla Elfsborg* and *Klippan*, with its chapel. Numerous factories. On the left is the *Färgenäs*. On the right are the suburbs of *Majorna*, with the conspicuous Karl-Johans-Kyrka, and *Masthugget*. On the left are the iron-works of *Lindholmen* and the church of *Lundby*. We land in the *Stora Bommens Hamn* (Pl. D, 2) at Gotenburg (p. 278).

From Frederikshavn to Christiania steamer in about 13 hrs., passing the islets of *Hirsholm* and *Grœsholm*, on the left, and the sandy cape of *Skagen*, the northmost point of Jutland, dreaded by mariners. On the cape or 'Horn' lies the fishing village of *Skagen*, with its tall lighthouse and ruined church (see below), which may be visited from Frederikshavn. The wreckage often seen on the shore indicates the dangers of the Horn. The vessel now steers out into the open *Skager-Rak*, where the sea is often rough, and about 7 hrs. from Frederikshavn, beyond the lighthouse of *Færder* on the left, reaches the shelter of the Norwegian coast and enters the *Christiania Fjord*. To Christiania about 5-6 hrs more, see p. 98.

Excursion to Skagen.

40 Kil. Railway in 1¾ hr. (fares 2.50, 1.50 kr.).

The railway from Frederikshavn runs through moor, near the coast, passing several country-seats. 20 Kil. *Aalbæk* (rustic inn), a fishing-hamlet. Then through the dunes.

40 Kil. **Skagen** (*Bade-Hot.*, 1¼ M. N.; *Skagen's Hot.*, at the station, R. 2-3 kr.; Brøndum's Hot., R. 2 kr.; pop. 2900), the chief fishing-port of Denmark, stretching along the sand-hills on the Kattegat, is a favourite sea-bathing place. About 1 M. N. rises the new *Lighthouse*, 145 ft. high, to which visitors are admitted on application to the 'Fyrmester' between 10 a.m. and one hour before dusk (50 ø. to the lightkeeper, who speaks English). From the top, which affords an extensive view, we observe a line of foam marking the union of the North Sea and the Baltic. The Bade-Hot. is a little N. of the lighthouse; ¼ hr. E. is *Grenen*, the N. extremity of Denmark (57° 45′). — To the S.W. rises the half-buried tower of the old church of Skagen. We may return to Aalbæk (carriage; bargain necessary) by the coast of the North Sea, by (4 Kil.) *Højen* or *Gammel Skagen*, on the dreaded Iron Coast, marked by wreckage and by the surf above the triple reef running parallel with the shore, and (11 Kil.) *Kandestederne* (pron. Kannesterne). Here we turn inland and cross the sanddrifts (guide-posts), by the *Raabjerg-Miler* and *Kirke*, to (24 Kil.) Aalbæk (see above).

76. From Aalborg to Thisted, and by Viborg to Langaa.

296 Kil. Railway from Aalborg to Thisted, 107 Kil., in 4½-5 hrs. (4.70 or 2.95 kr.); from Thisted to Langaa, 189 Kil., in 5-10 hrs. (6 or 3.50 kr.)

The Steamer from Aalborg to Thisted, through the Limfjord, takes 5-7 hrs. (3.50 kr.), a charming trip. It steams W. through the fjord (100 M. long; depth 6-13 ft. only), which makes the N. part of Jutland an island, known as *Vendsyssel*. Beyond the islands of *Egholm*, *Gjøl*, and *Ø'land* (on the right) we enter the narrow *Aggersund*. Beyond *Løgster* (p. 434) the fjord again expands. We then pass through the *Feggesund*, with the peninsula of *Hanøs* on the right and the narrow isthmus of *Feygeklit* on the left, into the *Thisted-Bredning*, on the N. bay of which lies Thisted (see below).

Aalborg and (3 Kil.) *Nørre Sundby*, see p. 434. Scenery rather tame. 53 Kil. *Fjerritslev*; 70 Kil. *Frøstrup*; on the coast, 8 Kil. N., rises the *Bulbjerg* (164 ft.). 96 Kil. *Nors*; 10 Kil. N. W. is the great lighthouse of *Hanstholm* (fee 50 ø.), one of the most powerful in Europe, a superb point of view. 101 Kil. *Vandet*. A road leads hence (diligence once daily in 1½ hr.), N. W., between the *Vestervand* and the *Norssø*, to (12 Kil.) the small sea-baths of *Klitmøller* (Bade-Hot.).

107 Kil. **Thisted** (*Hot. Royal*; *Hot. Aalborg*, R. 3-5, D. 2-3 kr.; pop. 9400), a small trading town, lies picturesquely on a bay of the *Limfjord*. The promenade of *Christiansgave* is adorned with several statues and busts.

The Railway to Viborg traverses the W. part of the district of

Thisted. 7 Kil. (from Thisted) *Sjørring*, with the ruins of a castle, close to the line, on the right. Beyond (20 Kil.) *Hørdum* lies the long, narrow *Ovesø* on the right. 39 Kil. *Ydby*. We then follow the narrow isthmus between the *Nissum Bredning* (right) and the *Skibsted Fjord* (left) to (47 Kil.) *Lyngs*. In the distance to the W. is the narrow *Thybo-Røn Canal*, the W. mouth of the Limfjord. 62 Kil. *Oddesund Nord*, whence we cross the *Oddesund* (2 Kil. broad) by steam-ferry. To the left is the island of *Venø*.

84 Kil. **Struer** (*Schou's Hot.*, R. 2-2½, D. 2 kr.; *Hot. Struer*; pop. 3500), on the Limfjord.

From Struer to Lunderskov, 204 Kil., railway in 6-9½ hrs. (10.15, 6.40, 3.75 kr.). The train skirts the W. coast of Jutland as far as Esbjerg (see below), and then crosses Jutland to the E. — 16 Kil. *Holstebro*; branch-line to (42 Kil.) *Herning* (p. 433). 34 Kil. *Vemb*; branch-line to (56 Kil.) *Thyborøn*. 63 Kil. *Ringkjøbing*; 11 Kil. W. are the sea-baths of *Søndervig*. — 87 Kil. **Skjern**, junction for Silkeborg and Aarhus (p. 446). 129 Kil. *Varde*, junction for (38 Kil.) *Nørre Nebel*. 147 Kil. **Esbjerg** (*Hot. Spangsberg*; *Hot. Royal*; pop. 15,700), the most important harbour on the W. coast for the Danish export-trade to Germany, England, etc. — Steamboats to Harwich, Grimsby, etc. — A steamer plies 6-7 times daily from Esbjerg to (¼ hr.; fare 50 ø.) the island of **Fanø**, a favourite bathing-resort. On the E. coast of the island lies *Nordby* (Hot. Nordby; Færgegaarden); on the W. coast, 1 M. from Nordby, are the *Kur-Hot.*, *Strand-Hot.*, and *Hot. Kongen af Danmark* (R. from 2, food 3½-5½ kr.; visitors' tax for 1 pers. 10, for each pers. more 5 kr.); also pretty villas to let. — 163 Kil. *Brønninge*, junction for Ribe, Hvidding, and the W. coast railway of Schleswig-Holstein. — 204 Kil. *Lunderskov*, see p. 433.

119 Kil. *Skive* (Hot. Royal, R. 2 kr.; Skytte's Hot., R. 1½ kr.; pop. 5600), a seaport on the Limfjord. Branch-line to (39 Kil.) *Nykjøbing* (Hot. Bendix), in the island of *Mors*. — We next traverse a tame and barren region.

148 Kil. **Viborg** (*Preisler's Hot.*; *Hot. Phønix*; pop. 9500), an ancient town, lies picturesquely on the *Viborg-Sø*. The Romanesque **Cathedral*, of the 12th cent., restored in 1864-76, is built of light-coloured granite. Under the choir is an ancient crypt. The interior was adorned in 1899-1906 with fourteen paintings from the New Testament by J. Skovgaard. A glass cabinet contains the relics of King Eric Glipping, murdered in 1286. A small *Museum* by the cathedral contains prehistoric and other specimens. The *Borgvold Park* (restaur.; boats), to the N., occupies the site of the ancient castle.

Pleasant excursion to (8 Kil.) *Hald*, a country-seat on the charming *Hald-Sø* (admittance to the park on application), and then by an avenue to the left to the ruin of *Hald*. A pretty road leads S.W., on the bank of the lake, to (8 Kil.) *Bækkelund* (inn) and *Dollerup*, with a factory for worsted goods. The hills command fine views.

Branch-lines run from Viborg N. to (38 Kil.) *Aalestrup* (p. 433), and S. to (48 Kil.) *Herning* (p. 433).

154 Kil. *Rindsholm*, on a lake; 161 Kil. *Rødkjærsbro*; diligence daily to Silkeborg (p. 432) in 3½ hrs. — 117 M. *Langaa*, see p. 433.

INDEX.

The Swedish *ä*, the Norwegian *æ*, and the Swedish *å* are placed here immediately after the letter a, and the Swedish *ö* and the Norwegian *ø* after the letter o. But observe that in the Swedish and Danish or Norwegian dictionaries these diphthongs come at the end of the alphabet.

Aabo-Elv 124.
Aabogen 97.
Aabødal 112.
Aabrekkebræ 169.
Aadal, Store 61.
—, Vesle 56. 59.
Aadalen (Lake Spirillen) 46. 47.
Aadalsbrug 93.
Aadals-Elv 26. 46.
Aadland 141.
Aadneram 111.
Aaen 123.
Aagottind 193.
Aaheim 34.
Aaeim 160.
Aak, Gaard 190.
Aaken 52.
Aakernæsfjeld 182.
Aaklungen 23.
Aakre 117.
Aakrekampen 64.
Aakre-Sæter 64.
Aakrevand 64.
Aal 40.
Aalbergfjeld 208.
Aalborg 434.
Aalbu 199.
Aalesund 184.
Aalfjord 117.
Aalfot 166.
Aalfotfjord 166.
Aalhus 163.
Aalvik 122.
Aam, Gaard 185.
Aamdal 185.
Aamlid 5.
Aamodt (Telemarken) 31.
Aamot (Drammens-Elv) 25.
— (Brotedal) 86.
— (Østerdalen) 93.
— (Stardal) 164.
Aamots-Elv 91.
Aandalsnæs 188.
Aangelsvand 177.
Aaning 172.
Aanstad 86.
Aapo-Elv 123.
Aaraksfjord 4.
Aarbodstind 229.
Aardal (Jølstervand) 163.
— (Sognefjord) 154.
— (Stavanger) 111.
Aardals-Elv 73. 154.
Aardalsfjord (Sætersdal) 4.
— (Sognefjord) 151.
— (Stavanger) 111.
Aardalsnut 4.
Aardalsosen 111.
Aardalsvand 73.
Aardøla 73.
Aareberge 162.
Aarheimsfjeld 167.
Aarhus (Denmark) 433.
— i Teidalen 146.
Aarmot 146.
Aarnæs 29. 97.
Aarø 187. 196.
Aarøholm 234.
Aarsand 120.
Aarsethorn 185.
Aartun 112.
Aarvik 120.
Aas 98.
Aasæter 156.
Aasætvand 156.
Aasberg 32.
Aasdal 128.
Aase, Gaard 123.
Aasen (Hammervand) 207. 200.
— (Nordmøre) 193.
— (Sandefjord) 23.
— Sætre 87.
Aasenvand 163.
Aaserals Sanatorium 107.
Aasgaardstranden 8.
Aashammer 193.
Aaspelifjeld 173.
Aasta 93.
Aaxel 143.
Abbortträsk 391.
Adolfsberg 298.
Advent Bay 257.
Afdalsfos 73.
Aga 123
Akers-Elv 11.
Akersvik 81.
Akkatsch-Fall 388.
Akureyri 255.
Ala-Elv 49.
Alap 230.
Albrektsund 104.
Alby 372.
Alden 159.
Alderen 217.
Aldern, Lake 372.
Alfarnæs 192.
Alfstad 32.
Alfsvaag 226.
Alfvesta 266.
Algas-Varre 242.
Alingsås 289.
Allmandbjerg 91.
Almare-Stäk 347.
Almedal 277.
Almenningen 212.
Almindingen 217. 221.
Alna 80.
Alnarp 263.
Alnæs 190.
Alnö 378. 382.
Alsensjö 373.
Alsmo 157.
Alstahoug 215.
Alsten 215.
Alten 235.
Altenfjord 235.
Alterhøi 191.
Altevand 230.
Alvastra 294.
Alverstrøm 145.
Amager 398.
Amble 153.
Andorjø 229.
Andø 226.
Andvord 67.
Aneby 297.
Angedal 163.
Angvik 197. 199.
Anjansjö 374.
Ankarsrum 271.

Annecklef 266.
Apald 123.
Apalstø 35.
Appelvær 218.
Aralden 160.
Arboga 360.
Arbrå 371.
Arctic Circle 217.
Aremarks-Sjø 101.
Arendal 6.
Arildsläge 275.
Aringsås 267.
Arlöf 263. 272.
Arne 138.
Arnefjord 146.
Arnevaag 138.
Arnø (Lyngenfjord) 233. 235.
Arnøer (Kunnen) 218.
Arrebuvand 37.
Arstad 219.
Arvidsvik 104.
Arvika 302.
Asbjørnnaase 157.
Asbrække Bro 143.
Asbyrgi 256.
Ask 25.
Askelihoug 26.
Asker 21.
Askersund 298.
Askevik 166.
Askim 100.
Askø 137. 132.
Aslaksborg 29.
Aspedammen 101.
Aspen-Sjö 289.
Aspern 101.
Aspø 184.
Astafjord 229.
Astholm 382.
Atleø 159.
Atna 94.
Atne-Sjø 94.
Atnevand 83.
Auflemsfjeld 168. 170.
Augunshaug 39.
Augvaldsnæs 116.
Auma 94.
Aune (Opdal) 91. 199.
Aura-Elv 80. 194.
Aurdal 45.
—, Nordre 46.
Aurdalsfjord 46.
Aure 184.
Aur-Elv 86.
Aurestupe 194.
Aurland (Sognefjord) 152.
Aurlandsfjord 150. 152.
Aursjø 86. 90. 198.
— Hytte 89. 198.
Aursnæs 183.
Aurstad 208.
Aurstaupa 194.
Austabottinder 79.
Austbjerg 92.
Austerdalsbræ 155.
Avasaxa 394.
Averø 197.
Avesta 366.
Axenæs 121.
Axvall 290.
Äcklingsjö 374.
Ænes 119.
Æri 52.
Ævelsbræ 193.
Åby 301.
Åhus 267.
Åkarp 263.
Åkers Styckebruk 302.
Åkersvass 285.
Åland Islands 331.
Ålleberg 290.
Åmänningen, Lake 359.
Åmål 363.
Åmot 302.
Ånge 372.
Ångerman-Elf 379.
Ånn 375.
Åre 374.
Åreskutan 374.
Årnäs 277.
Årstavik 302.
Åsa 277.
Åskloster 277.
Åstorp 272.
Åsunden, Lake 299.
Åtvidaberg 300.

Backa 277.
Baggensfjärd 342.
Baggetorp 291.
Bagli 78.
Bakke (Hardanger) 121.
— (Nærøfjord) 151.
— (Ottadal) 90.
Bakkeberg 69.
Bakkefos 158.
Bakkehaug 230.
Bakken 29.
Bak Yri 169.
Balangen 227.
Bale-Sæter 147.
Balestrand 146.
Balholm 146.
Balmi Joki 221.
Balsfjord 230.
Balstad 224.
Bamle 29.
Bandak-Nordsjø Canal 33.
Bandakslid 35.
Bandaksø 35.
Bandaksvand 35.
Bang 47.
Bangsund 207.
Bankeberg 298.
Bankeryd 292.
Bara 263.
Barbo 6.
Bardudal 229.
Bardufos 230.
Barkaaker 22.
Barkald 94.
Barmø 160.
Barshøgda 152.
Barsnæsfjord 156.
Bastuträsk 380.
Battenfjordsøren 197.
Bäckefors 102.
Bægna 26. 46. 129. etc.
Bægnadal 45.
Bækkelaget 98. 18.
Bærrastølen 128.
Bæverdal 69.
Bæverkjærn Hals 69.
Bævertun-Sæter 70.
— Vand 69.
Bævra 69. 86.
Bågaedet 379.
Bånghammar 360.
Bårarp 277.
Båstad 276.
Bear Islands 257.
Beierendal 216.
Beierenfjord 219.
Beisfjord 227.
Beiteln 151.
Beito-Sæters 55.
Beitstadfjord 207.
Bejan 193.
Belt, the Great and Little 429.
Bengstfors 104.
Bennæs 169.
Bensjordtind 230.
Berdle 160.
Berekvam 144.
Berg (Fredrikshald) 100.
— (Göta-Canal) 296.
Berga 271.
Berge (Fjærlandsfjord) 148. 150.
— (Fortundal) 78.
— (Sundal) 197.
— (Totakvand) 30.
Bergedal 150.
Bergeforsen 377.
Bergeland 111.
Bergemsvand 164.
Bergen 130.
Bergheim 164.
Berghulnæs 217.
Bergqvarasjö 268.
Bergsbrunna 347.
Bergsdal 78. 138. 163.

Bergseng 82.
Bergset, Gaard 158.
Bergsfjord 235.
Bergsjö 382.
Bergstad 172.
Bergsund, Gaard 46.
Bergvik 371.
Berlevaag 240.
Bernstorff 422.
Besaker 213.
Besegg 65.
Beshø 65.
Beskadosfjeld 243.
Bessa 65.
Bes-Sæter 65.
Besserud-Tower 19.
Besstrands-Sæter 65. 84.
Besteland 4.
Besvand 65.
Billeberga 272.
Billesholm 272.
Billing 290.
Billingen Sætre 87.
Billingsdal 87.
Bindalsfjord 213.
Birkaaker 92.
Birkedalen 166.
Birkeland 121.
Birkelandsdalen 112.
Birtavarra 234.
Biskopen, Præsten og Klokkeren 124.
Bispberg 366.
Bispen 190.
Bispevei 5. 35.
Bispgården 378.
Bitihorn 55.
Bjaa 6.
Bjaarvand 31.
Bjællaanæs 216.
Bjælkerø 118.
Bjerangsfjord 218.
Bjergø 111.
Bjerkaker 92.
Bjerke 181.
Bjordal 145.
Bjoreia 127.
Bjorlien 191.
Bjøberg 42.
Bjølstad 84.
Bjørdal 177. 185.
Bjørdøla 56.
Bjøreia 33.
Bjørga 164.
Bjørgen 96.
Bjørheimskjæften 111.
Björkholmen 385.
Björkö 104.
Bjørktind 193.
Bjørn 215.
Björna 379.
Bjørnaa, Gaard 216.
Bjørnbratbjerg 47.
Björneborg 303.
Bjørnebykset 123.
Bjørnefjord 117. 138.
Bjørneklev 191.
Bjørnestegbræ 158.
Bjørnestig 44.
Bjørnevand, Lille and Store 5.
Bjørnhul-Sæter 94.
Björnlunda 301.
Bjørnstad 85.
Bjørø (Namsos) 213.
— (Stavanger) 118.
Bjørsætfjeld 163.
Bjørumklampen 213.
Bjuf 275.
Blaabrædal 177.
Blaafjeld 149.
Blaafjeld-Bro 175.
Blaaflaten 52.
Blaahorn 180.
Blaahøer 91.
Blaahø 69.
Blaamanden (Bergen) 132. 136.
— (Kvalø) 230.
Blaaskavl 152.
Blaastøl-Dal 111.
Blakjer 97.
Blæsevoldbakke 201.
Bleie 123.
Bleifjeld 28.
Bleiken 45.
Blejan 153.
Blekinge 268.
Blekø 8.
Bleskestad 6.
Blomberg 178.
Blomsholm 103.
Blyberg 367.
Bod 195.
Bodal 146.
Bodarne 290.
Boden 380.
Bodfjeld 195.
Bodlenakken 154.
Bodø 218.
Bodsjöedet 375.
Boen 3.
Bogge 192.
Bogø 227.
Bohus 283.
Bokenäs 103.
Bolæren 7.
Bolhøvdskard 43.
Bolken 139.
Bolkesjø 28.
Bollnäs 371.
Bolmen 266.
Bolsætvand 164.
Bolsø 191.
Bolstad 139. 156.
Bomhus 370.
Bonakas 242.
Bonäset 374.
Bonddal 181. 185.
Bondhusbræ 119.
Bondivand 21.
Boräs 277.
Boren, Lake 295.
Borensberg 296.
Borenshult 295.
Borgenfjord 207.
Borghamn 294.
Borgholm 271.
Borgsjö 376.
Borgund (Aalesund) 184.
— (Lærdal) 51.
Boris Gleb 243.
Borlänge 364.
Bornholm 426.
Borøsund 197.
Borre 22.
Borrenøsi 50.
Boshaugen 114.
Bosjö Convent 265.
Bosmo 216.
Bossekop 235.
Bosvand 5.
Botnedal 36.
Botnen 121. 114.
Botnet 215.
Botnfjord 197. 227.
Botten (Grungedal) 37.
— (Glitterdal) 87.
— (Røldalsvand) 114.
Bottenhorgen 120.
Bottensjö 289.
Bottnjuvkamp 73.
Boxholm 298.
Bø 7.
Bødal 170.
Bøfjord 145.
Bøfos 52.
Bøgfjord 242.
Bøgstad 162.
Bøjumsbræ 148.
Bølsæt 200.
Bømmelfjord 116.
Bönan 370.
Børfjeld 194.
Børlaug 42. 51.
Børøsund 225.
Börringe 262.
Børsvastinder 220.
Børte 36. 6.
Børteheia 36.
Børtevand 6.
Børven 123.
Bøvervand 191.
Bøvra 191.
Brafjord 29.
Bragernæs 21.
Bragernæsaas 22.
Bragerø 21.
Brahehus 294.

Brakenæs 130.
Brandal 185.
Brandbu 45.
Brandvold 230.
Branstad 193.
Brasfjeld 242.
Brastad 103.
Bratland 114.
Bratlandsdal 114.
Bratholmen 118.
Bratø 100.
Bratsbergklev 24.
Brattelid i Bykle 5.
Brattifjeld 230.
Brautesæt 185.
Bräcke 372.
Brækegg 177.
Brække i Møland 6.
— (Sognefjord) 145.
— (Strynsvand) 172.
— (Vossestranden) 143.
Brækkenipa 143.
Brænden-Sæter 86.
Brændhougen 83. 10.
Brændhovd 154.
Brännarp 277.
Brännsågen 379.
Bræskar 59.
Bråvik 297. 300.
Bredfond 114.
Bredhejmsvand 164.
Brednæs 151.
Bredsjö 303.
Bredvik (Eirisfjord) 192.
— (Sætersdal) 5.
Bredvikheia 189.
Breidablik 45. 120. 140.
Breidalsegg 174.
Breifond-Hotel 114.
Breilaupa 55.
Breinæs 151.
Breiskall 45.
Breistølen 42.
Breive 5.
Brelandsfos 163.
Bremanger 160.
Brengsnæs-Sæter 170.
Brettesnæs 225.
Breumsvand 164.
Brevik 23.
Brigsdal 169.
Brigsdalsbræ 169.
Bringe 156.
Brintbodarne 367.
Brobakken 32.
Brokefjeld 34.
Brotedal 86.
Brovik 85.
Brömsebäck 270.
Brønø 214.
Brøsterud 32.
Brøttum 82.
Brubrektinder 225.
Brudslöjar 376.
Brudvik 138.
Brufos 120.
Brumunddalen 82.
Brunelid 30.
Brunflo 372.
Brunkeberg 31. 34.
Brunnbäck 365.
Brunneby 296.
Brunsberg 303.
Brunstad 180.
Brunstadhorn 184.
Brurastolen 123.
Brurskarsknatte 66.
Bruse-Sæter 51.
Brustind 186.
Bryggen 166.
Bryn 80.
Buarbræ 125.
Bud 195.
Buene 151.
Bugønæs 242.
Bukkehul 63.
Bukken 118.
Bukkenfjord 109. 116.
Bukkenipa 167.
Bukkenø 116.
Bukø 34.
Bundefjord 98.
Bunut 127.
Burud 25.
Buskrednaase 156.
Busnæs 127.
Bussesund 240.
Buvand 7.
Buvik 230.
By-Elv 207.
Byfjärd 297.
Byfjord 104. 118. 132.
Bygdar-Elv 127.
Bygde-Elv 155.
Bygdin, Lake 55.
Bygdø 16. 17.
Bygland 4.
Byglandsfjord 4.
Byklestig 5.
Byklum 5.
Byna 91.
By-Sjö 302.
Byvalla 370.

Cecilienkrona 169.
Centraltind 79.
Charlottenberg 302.
Charlottenlund (Copenhagen) 421.
— (Ystad) 262.
Christiania 8.
Akers-Gaden 15.
Akershus 15.
Antiquities, Northern 13.
Christiania:
Art-Industry Museum 15.
Asbjørnsen's Statue 16.
Bjørvik 8.
Botanic Garden 16.
Brunn's Statue 12.
Bygdonæs Bad 16.
Charles XIV.'s Statue 14.
Christian IV.'s Statue 11.
Coins, Cabinet of 14.
Courts of Justice 15.
Custom House 8.
Dampkjøkken 11.
Drammensveien 16.
Dronningen 16.
Eidsvolds-Plads 12.
Ekeberg 18.
English Church 10.
Enkekasse 15.
Ethnogr. Museum 14.
Framnæsveien 16.
Frognersæter 19.
Gamle Akers Kirke 15.
Government Offices 15.
St. Hanshaugen 16.
Holmenkollen 19.
Homansby 14.
Hoved-Banegaard 8.
Hovedø 20.
Ibsen's Tomb 15.
Johannes-Kirke 14.
Karl-Johans-Gade 11.
Kunstforening 10.
Library 12.
Majorstuen 18.
Masonic Lodge 12.
Museum of Art 12.
— of Industrial Art 15.
—, Historical 13.
—, Norwegian 17.
Nobel Institute 14.
Norges Bank 14.
St. Olafs-Kirke 15.
Oscarshall 17.
Oslo 11. 18.
Palace 14.
Post Office 9.
Railway Stations 8.
Savings Bank 14.
Schweigaard's Statue 12.
Seamen's Home 14.
Skarpsno 16.
Skillebæk 16.
Slot 14.
Steamers 10.
Storthings-Bygning 11.
Stor-Torv 11.
Telegraph Office 9.
Theatres 10. 12.

Christiania:
Tivoli 10.
Toldbod 8.
Tordenskjold's Statue 14.
Tostrup-Gaarden 11.
Tourist Offices 10.
Tramway 9.
Trefoldigheds-Kirke 15.
Tryvandshøide 19.
University 12.
Vessel's Monum. 12.
Victoria Terrace 14.
Vikings' Ships 12. 14.
Vor Frelsers Gravlund 15.
— — Kirke 11.
Wergeland's Statue 12.
Christiania Fjord 7. 20. 103.
Christiansand 2.
Christianssund 195.
Christianstad 267.
Christiansten 204.
Christinehamn 303.
Cimbrishamn 263.
Copenhagen 395.
Academy of Art 402.
St. Alban's 419.
Alex. Newsky Chapel 418.
Amagertorv 401.
Amalie-Gade 419.
Amalienborg 419.
St. Annæ-Plads 418.
Antiques, Coll. of 406.
Arsenal 403.
Art Hall 402.
— Museum 413.
Banks 397.
Botanic Garden 412.
Bred-Gade 418.
British Embassy 418.
Charlottenborg 402.
Chemical Laboratory 413.
Christiansborg 402.
Coins, Collec. of 406.
Commercial Bank 401.
Communal Hospital 412.
Custom House 419.
Danmarks-Monument 413.
Dansk Folke-Museum 400.
Diet, Hall of the 418.
Dronning Louises-Bro 412.
English Church 397. 419.
Esplanade 419.
Copenhagen:
Ethnographical Coll. 406.
Exchange 403.
Foreign Office 401.
Fortunen 421.
Frederiksberg-Allé 420.
— Have 420.
— Palace 420.
Frederiks-Hospital 418.
— Kirke 418.
Free Harbour 419.
Friheds-Støtte 420.
Frue-Plads 400.
Gammeltorv 400.
Glyptothek, New 407.
Harbour 398. 419.
Hellerup 419.
Helligaandskirke 401.
Holmens-Kanal 402.
— Kirke 402.
Hospitals 412. 418.
Højbro-Plads 401.
Industrial Art, Museum of 406.
Jermers Taarn 411.
Jesu-Hjerte-Kirke 420.
Jesus-Kirke 420.
Kirsten Pils-Kilde 421.
Kjøbmagergaden 401.
Knippelsbro 403.
Kongens Nytorv 401.
Konzert-Palais 418.
Kristianshavn 403.
Landsmands Bank 402.
Lange Linie 419.
Library, Royal 403.
Lystbaadehavn 419.
Marble Church 418.
Markets 398.
Meteorolog. Institute 419.
Mineralog. Museum 413.
Moltke's Picture Gallery 418.
National Bank 402.
National Museum 405.
Nørrevold-Gaden 411.
Nyboder 419.
Ny-Carlsberg Brewery 420.
— — Glyptothek 407.
Ny-Gaden 400.
Nyhavn 402.
Nytorv 400.
Observatory 412.
Ørsted Park 411.
Øster-Gaden 401.
Østervold-Gaden 412.
Panoptikum 398.
St. Peter's 401.
Politechnic Academy 413.
Copenhagen:
Post Office 397.
Prindsens-Palais 405.
Raadhus 399.
Raadhus-Plads 399.
Railway Stations 395.
Rom. Cath. Chapel 418.
Rosenborg 412.
— Have 413.
Round Tower 401.
Scientific Society 407.
Skydebane, Kongel. 420.
Slots-Kirke 402.
Søndermarken 420.
Statue of Absalon 401.
— of Andersen 413.
— of Bissen 413.
— of Caroline Amelia 413.
— of Carstens 407.
— of Christian IV. 419.
— of Christian V. 401.
— of Frederick V. 419.
— of Frederick VI. 420.
— of Frederick VII. 402.
— of Gade 418.
— of Hall 420.
— of Hartmann 418.
— of Holberg 402.
— of Marstrand 413.
— of Meyer 419.
— of Niels Juel 402.
— of Oehlenschläger 402. 420.
— of Ørsted 411.
— of Suenson 419.
— of Tordenskjold 402.
— of Tycho Brahe 412.
Surgeons' Hall 418.
Theatres 397. 400. 402.
Thorvaldsen Museum 403.
Thotts Palais 401.
Tivoli 397.
Toldbod 419.
Town Hall 399.
Tramways 396.
Trinity Church 401.
University 400.
— Library 400.
Vesterbro-Gade 420.
Vesterbro Passage 399.
Vestre Boulevard 406.
Vor Frelsers Kirke 403.
Vor-Frue-Kirke 400.
Yacht Club 419.
Zoolog. Garden 420.
— Museum 401.
Daanofos 88.
Dagali 32.

Daglösen 363.
Dal (Eidsvold) 80.
Dalarö 342.
Dalataarn 198.
Dalby (Skåne) 263.
— (Upsala) 349.
Dale (Dalsfjord) 161.
— (Espelandsvand) 142.
— (Lysterfjord) 156.
— (Maanelvdal) 29.
— (Osterfjord) 138.
Dalecarlia 364.
Dal-Elf 364, etc.
Dalen (Bandaksvand) 35.
— (Foldal) 94.
— (Lyngen) 234.
— Sæter 156.
Dalevaag 138.
Dalsbø 198.
Dals-Elv 138.
Dalsfjord (Søndfjord) 159. 162.
— (Valders) 55.
Dalshest 162.
Dalskog 102.
Dalsland Canal 287.
Damgaardsfjeld 132.
Danmark 347.
Dannemora 369.
Darbu 27.
Davik 166.
Dæmmevand 129.
Degerfors 303.
Deje 363.
Dellen, Södra & Norra 371.
Delsbo 371.
Demelsviken 119.
Dettern 286.
Digermulen (Tanafjord) 240.
— (Vesteraalen) 225.
Digermulkollen 225.
Digervarde 89.
Digrenæs 123.
Dilling 98.
Dispen 172.
Djefvulsklåva 103.
Djønne 127.
Djupedal (Hedal) 175.
Djupedalsfos 43.
Djupvand 174.
Djupvasegg 174.
Djupvashytte 175.
Djurås 366.
Dokka 45.
Dokkafos 78.
Dokken 47.
Dolstenshul 161.
Domaas 89.
Domen 241.
Domma 70.
Dommeberg 292.
Domnarfvet 364.
Domsten 166.
Dougstad 188.
Dovre 88.
Dovrefjeld 90.
Döda Fall 378.
Døgerfos 129.
Dølefjeld 70.
Dønefos 177.
Døntefos 190.
Dørremshovd 199.
Døsen 156.
Døviksfos 25.
Drage 160.
Draget 97.
Dragseid 227.
Dragstind 213.
Drammen 21.
Dravlevand 121.
Dregebø 161.
Driva 90. 91. 199.
Drivstuen 91.
Dronningbjerg 18.
Dronninggaard 422.
Drontheim, see Trondhjem.
Drotninghaug 184.
Drottninghalm 343.
Drøbak 8.
Drøia 96.
Drøilierne 96.
Drøsjafos 49.
Dryllenøsen 56.
Dufed 375.
Dufnäs 342.
Dufveheden 277.
Dukstad, Gaard 142.
Dul-Sæter 156.
Duma 77.
Dunderlandsdal 216.
Dvergsnæs 191.
Dybvik (Foldenfjord) 220. 226.
Dylma 52.
Dynnæsø 215.
Dyrdal 151.
Dyrdalsfjeld 151.
Dyreskard 38.
Dyrhaugstind 79.
Dyringen-Sæter 86.
Dyrnut 38.
Dyrø 229.

Ed 102.
Edane 303.
Edefors 379.
Edland 37.
Ednafos 123.
Edø 195.
Edsåsen 374.
Edsberg 347.
Edsbordet 384.
Edset 377.
Egge i Vaatedalen 161.
Eggedal 39.
Eggenibba 164.
Eggesvik 219.
Eidanger 23.
— Fjord 7.
Eide (Fortundal) 77.
— (Hardanger) 122.
— (Moldefjord) 160.
— (Oldenvand) 171.
Eidene 110.
Eidesnut 125.
Eidet 96. 153.
Eidevik 162.
Eidfjord 127.
Eidsaa 185.
Eidsberg 100.
Eidsborg 35.
Eidsbugaren 57.
Eidsdalsfjeld 179.
Eidselv 33.
Eidsfjeld 32.
Eidsfjord (Nordfjord) 166.
— (Sognefjord) 153.
Eidsfos 22. 34. 165.
Ejdsøren 197.
Eidsskog 97.
Ejdsvaag 192.
Eidsvand (Fortundal) 77.
— (Trondhjemsford) 208.
Eidsvold 80.
Eierdal 153.
Eikefjord (Sognefjord) 145.
— (Søndfjord) 159.
Eikisdalsvand 193.
Eiksæter 78.
Eina 45.
Einabu 90.
Einavand 45.
Einingeviken 117.
Einsætfjeld 126.
Ejrisfjord 192.
Eiteraa 216.
Eitrheim 124.
Eitnæs 124.
Eivindvik 145.
Ekeberg 18.
Ekelidhøl 37.
Ekernvand 27.
Ekerø 108.
Ekersund 108.
Ekeskog 111.
Ekolsund 359.
Eksjø 271.
Eksund 300.
Eldal 147.
Eldalsøren 148.
Eldegaard 78.
Eldeholt 73.
Elden 207.
Eldrevand 42.
Eldsberga 276.

Elfkarleö 369
Elfsborg 104.
Elfsby 380.
Elfsjö 302.
Elfsnabben 342.
Elgarås 290.
Elgåfjord 302.
Elgenaafos 180.
Elgersheia 114.
Elgjarnes 8.
Ellingsbø 84.
Ellingsgaard 186.
Elmhult 266.
Elvefjord 104.
Elvegaard 228.
Elvenæs 242.
Elvershøi 198.
Elverum 93.
Elvesæter 69.
Embleim 184.
Emmaboda 268.
Enafors 375.
Enerhougen 160.
Engelbrektsholm 361.
Engelholm 276.
Engelø 227.
Engelsberg 359.
Engelvær 227.
Engen i Støren 92.
Engerodden 47.
Enger-Vand 20.
Englefjeld 119.
Engum 68.
Enhörna 344.
Enköping 359.
Enna 218.
Enrum 421.
Enstad-Sæter 89.
Erdal (Eidfjord) 127.
— (Strynsvand) 172.
Erdalsbræ 159. 172.
Erfjord 112.
Eriksland 376.
Eriksund 348.
Erlandsgaard 30.
Erlången, Lake 299.
Ertvaagø 195.
Ervalla 361.
Eskilstuna 362.
Eslöf 265.
Espelandsfos 125. 115.
Espelandsvand 142.
Espen 81. 123.
Essefjord 146.
Essingen, Lilla & Stora 343.
Etna-Elv 45.
Etne 117.
Evanger 139.
Evedal 268.
Evelsfonnhei 198.
Evenbuvand 37.
Evje 4.
Exingdal 146.

Faaberg 82.
—, Gaard 158.
Faavang 83.
Fadnæs 139.
Fagerbottenvand 174.
Fagerdal 156.
Fagerhøi Sanatorium 83.
Fagerli 221.
Fagernæs (Valders) 46.
Fagersletnip 161.
Fagerstrand 55. 29.
Faldfjeld 225.
Fale 218.
Falejde 167.
Falerum 300.
Falkenberg 277.
Falketind 59.
Falköping-Ranten 290.
Falster 431.
Falsterbo 262.
Falun 364.
Fanaraak 70.
Fanefjord 118. 196.
Fantoft 137.
Fardal 73. 149.
Farisvand 23.
Farnæs 73.
Farodden 29.
Farsund 107.
Farsundebro 163.
Farum 422.
Farvolden 29.
Fastdalstind 234.
Fauske 42 220.
Faxe-Elf 378.
Faxtind 229.
Fæfor 84.
Fællefjeld 165.
Fæmund-Sjø 95.
Færderfyr 7.
Fässberg 277.
Fæstø 182.
Fårösund 358.
Fedde 108.
Feigumsfos 156.
Feiring, Bay of 81.
Fejos 149.
Felden 166.
Femsjø 101.
Fennebufjord 32.
Festa 199.
Fet 155.
Fetsund 97.
Fevig 6.
Fibelstad-Haugen 179.
Fikkan 32.
Fiksensund 121.
Filipstad 363.
Fillefjeld 50.
Fillefjeldvand 51.
Fillingsvand 90.
Fimmersta 289.
Fimreite 149.

Findø 111.
Fineidet 220.
Finfjord 229.
Finhals 63.
Finja, Lake 266.
Finkirke, Store & Lille 240.
Finknæfjeld 215.
Finkongkjeilen 240.
Finkroken 232.
Finnerödja 290.
Finnfors 385.
Finsæt 194.
Finse 41.
Finshyttan 363.
Finsnæs 229.
Finspong 301.
Firdafylke 159.
Fiskebäckskil 104.
Fiskeby 300.
Fisketjern-Sæter 40.
Fiskumfos 208.
Fiskumvand 27.
Fisterfjord 111.
Fitjeland 111.
Fiva, Gaard 190.
Fivelland 112.
Fjaagesund 34.
Fjällfors 379.
Fjärås 277.
Fjære 117.
Fjærland 148.
Fjærlandsfjord 147.
Fjeldheim 47.
Fjeldsli-Sæter 87. 156.
Fjeldvik 213.
Fjellbacka 103.
Fjøsanger 137.
Fjøseide 197.
Fjugesta 361.
Flaa 40.
Flaam 152. 144.
Flaamsdal 144. 41.
Flaarenden 4.
Flaate 183.
Flaatebunut 36.
Flaathyl 37. 6.
Flaavand 34.
Flagan-Sjö 302.
Flagsund 227.
Flakstadø 223.
Flangstad 6.
Flasnæs 208.
Flatdal 31.
Flatebø, Gaard 121.
Flatebøgjel 121.
Flateland 5.
Flatmark 190.
Flädie 272.
Flækøi 86.
Flæsefos 114.
Fläten, Lake 301.
Fleina 218.

Flekkefjord 107.
Flekkerø 3.
Flemmen 197.
Flen 301.
Flenjanaase 152.
Flenje-Egg 152.
Flensburg 430.
Flesberg 32.
Flesene 224.
Fleaje 147.
Fleskedals-Sætre 74.
Flisen 97.
Flo 172.
Floda 289.
Floenvand 168.
Flofjeld 172. 177.
Flohaug 156.
Floren 206.
Florø 159.
Flo-Sæter, Øvre & Nedre 177.
Flot 208.
Fløien 136.
Fløifjeld (Tromsø) 232.
— (Bergen) 132.
Fløtatind 193.
Fluberg 45.
Flydal 175.
Flydalsdjuv 175.
Flydalshorn 175.
Fodnæs 153.
Fogelsta 294.
Fognø 111.
Fogsaa 90.
Fogstuen 90.
Fogstuhø 90.
Folda 91.
Foldal 83. 200.
Foldenfjord (Bodø) 226.
— (Namsos) 213.
Foldø 111.
Folgefond 120. 126.
Follestaddal 185.
Folsjø 28.
Folven 173.
Fondalsbræ 218.
Fondøla 157.
Fonhusfjeld 47.
Fonnenibba 198.
Formo 208
Formofos 208.
Formokampen 88.
Fornæsdal 234.
Fornæstind 233.
Forra 206.
Forradal 96.
Forsbacka 368.
Forserum 291.
Forshem 287.
Forsmobro 379.
Forsvik 289.
Fortun i Lyster 77.
Fortundal 77.
Fortundalsbræ 78.
Fortungalder 78.
Forvik 214.
Fosbakken 92.
Fosdal 73.
Fosen 212.
Fosheim 48.
— Sæter 48.
Fosheimsfos 164.
Foslandsosen 213.
Fosli Hotel 128.
Fosmoen 230.
Fosnæs 172.
Fosnæsbræ 172.
Fossand 110.
Fosse 121. 138.
Fossegaarden 82.
Fossen 157.
Fosse-Sæter 156.
Fossheim 86.
Fossland 208.
Fosso 30.
Fossumvand 207.
Føglevand 164.
Førde (Førdefjord) 162.
— (Østefjord) 181.
Førdefjord 162. 163.
Førdenip 163.
Førresvik 116.
Förslöf 276.
Frafjord 111.
Framnæs 57.
Framrusthovd 87.
Framrust-Sæter 87.
Fränsta 376.
Fredensborg 424.
Fredericia 429.
Frederiksborg (Copenhagen) 422.
Frederiksdal 422.
Frederikshavn 434.
Frederiksværk 422.
Fredø 197.
Fredriksborg 17.
Fredriksdal 276.
Fredrikshald 100.
Fredrikstad 98.
Fredriksvand 87.
Fredriksværn 7.
Freibottenfjeld 154.
Frengstad 92.
Fresvik (Sognefjord) 150.
— (Sørfjord) 124.
Fresviksbræ 150.
Fretheim 152.
Frierfjord 7. 24.
Friisvold 85.
Friken 75.
Frinnaryd 297.
Fritsla 277.
Fritsø 23.
Frogner 80.
Frognersæter 19.
Frostisen 228.
Frostviken 379.
Frøi-Ø 160.
Frøifjord 160.
Frøisefos 177.
Frøisnæs 4.
Frøningen, Indre & Ytre 153.
Frösö 373.
Frövi 361.
Frudalsbræ 150.
Frustunasjö 301.
Frya 83.
Frydenlund 45.
Fryken Lakes 303.
Fryksta 303.
Fuglem 206.
Fuglen 195.
Fuglesteg, Gaard 73.
Fuglnæs 237.
Fuglø 218. 233.
Fugløsund 233.
Fünen 429.
Furebergsfos 119.
Furnæsfjord 81.
Fursæt-Sæter 196.
Furuheim 84.
Furulund 220.
Furunipa 147.
Furusund 343.
Fuske 220.
Futesprang 156.
Fyrisä 347.
Fyrisvand 35.
Fyssefos 151.

Gaalaa 64.
Gaapaapigger 64.
Gaaseflaa 3.
Gaashopen 236.
Galdebergsfos 56.
Galdebergstind 56.
Galdehøer 67.
Galderne 52.
Galdhøpig 68.
Galgøften 208.
Galleberg 22.
Galmifos 220.
Galtesund 6.
Gamla Upsala 353.
Gammelstad 381.
Gamvik 240.
Gangdalskavl 130.
Gangsø 166.
Garberg i Meldalen 200.
Gargiastue 243.
Garli 92.
Garmo 55.
Garnæs 138. 207.
Garshammer-Sæter 120.
Garthus 47.
Gartland 208.
Gaukheivand 4.

Gaupar, Gaard 77.
Gaupnefjord 155. 157.
Gausdal 82.
Gausdalsfos 178.
Gausnæs 183.
Gausta 31.
Gautbu-Sæter 198.
Gautestad 100.
Gavlfjord 226.
Gäddede 379.
Gällö 372.
Gåsevadholm 277.
Gåsö 101.
Gefle 370.
Gefsjö 375.
Geiranger 176.
Geiranger Fjord 177.
Gellivare 390.
Gemla 268.
Genarp 263.
Genevad 276.
Gestrikland 370.
Gesundaberg 367.
Getinge 277.
Getterö 277.
Geysir 251.
Ghirragas-Tjokko 229.
Gibostad 229.
Gibøen 30.
Gildeskaal 218.
Gildreskreden 156.
Gimå 376.
Gimmestad 167.
Gimnæs 197.
Gimsø 24.
Gimsøstrøm 224.
Gisebo 292.
Gisna 92.
Gissund 227.
Gistad 299.
Gjedser 429.
Gjegnabræ 166.
Gjegnet 167.
Gjeilo 40.
Gjeitegg 151.
Gjeiteryggen 147.
Gjeitfjeld 201. 208.
Gjeitfjeldtind 178.
Gjeitgaljartind 224.
Gjeithorn 184.
Gjeithø 59.
Gjeithus 73. 25.
Gjeitsdal 158.
Gjeitsiden 194.
Gjeldedalstind 74.
Gjelle, Gaard 73.
Gjellumvand 21.
Gjende, Lake 60.
Gjendebod 60.
Gjendemsfjeld 195.
Gjendesheim 65.
Gjendetunge 60.
Gjerde (Hardanger) 120.
Gjerde (Oldendal) 169.
Gjerdeakseln 169.
Gjerdet 158.
Gjerkelandsegg 178.
Gjermundbro 26.
Gjermundnæs 188.
Gjermundshavn 119.
Gjersætvatn 192.
Gjertvand 72.
Gjertvasbøen 72.
Gjertvasbræ 72.
Gjertvastind 72. 79.
Gjessingen-Sæter 78.
Gjesvær 238.
Gjetenyk 165.
Gjetsjø 33.
Gjødingsbæk 86.
Gjøra 199.
Gjørven 171.
Gjøse 110.
Gjøvik (Mjøsen) 81.
— (Ulfsfjord) 233.
Gjul 197.
Gjuratind 189.
Gjuvsjø 30.
Glaama 68.
Glaamsdalsfos 62.
Glafsfjord 302.
Glan, Lake 300.
Glimåkra 267.
Glimån 377.
Glimmingehus 263.
Glimsdal 68.
Glipsfjeld 153.
Glitra 63.
Glitteregg 176.
Glitterhejm 67.
Glitterhø 87.
Glittertind 67.
Glomfjord 218.
Glommen (river) 93. 97. 98. 99.
Glomsnæs 172.
Gloppen 167.
Gloppenfjord 167.
Gloptind 66.
Gnesta 301.
Goalsevarre 234.
Goatzagaise 233.
Godegård 298.
Godø 161.
Godøstrom 220.
Godøsund 117.
Gogsøre 193.
Gogstad 23.
Gokkerdal 63.
Gokkra 63.
Gokkraskard 63.
Goksøira 193.
Gol 40.
Golaa Sanatorium 83.
Golborre 234.
Golsbakker 42.
Gorssvingane 115.
Gorsten 195.
Gotenburg 278.
Gotland 353.
Gotopfjeld 147.
Göta Canal 287. 290. etc.
— Elf 104. 279. 283. etc.
Göteborg 278.
Graafjeld 145.
Graakallen 205.
Graamandsheia 3.
Graanaase, Store 153.
Graasiden 139.
Graddis 217.
Grafverna 103.
Grafversfors 301.
Gran 44.
Grande 178.
Granheim 42. 4.
Graneimfjord 48.
Gransherred 28.
Granum 47.
Grasdal 173.
Grasdalsegg 175.
Gratangenfjord 229.
Graupe 64.
Grauthorn 178.
Gravaune 199.
Gravdal (Bergen) 137.
— (Jotunheim) 76.
Gravdefos 190.
Gravehals 140.
Gravem 199.
Gravenfjord 122.
Gravensvand 122. 141.
Gravfjord 229.
Gravfos 25.
Gräfsnäs 283.
Grängesberg 363.
Græsholm 8.
Græsholmen 228.
Greaker 98.
Grebbestad 103.
Greby 103.
Gredung 172.
Grefsen 44.
Grefvie 276.
Grenna 294.
Gretten 148.
Gribsø 422.
Grimedalen 5.
Grimenvand 138.
Grimestad 122. 140.
Grimo 123.
Grimsøigjel 52.
Grimstad 6.
Grimstorp 267.
Grindaheim 49.
Grindalsnibba 175.
Grindefjeld 49.
Grip 195.
Gripenberg 297.
Gripsholm 344.

Grisletjærn 61.
Grjota 63.
Grodaas 176.
Grong 208.
Grorud 80.
Grotaafjeld 86.
Grotland 142.
Grotlid 174.
Grotlidsvand 87.
Grovebræ 163.
Grovene 3.
Grødal 198.
Grønbakken 91.
Grøndal 78. 163.
Grøndøla 42.
Grønestøl-Sæter 43.
Grøning 147. 163.
Grønlien, Gaard 216.
Grønneberg 59.
Grønneskredbræ 158.
Grønø 218.
Grønsætre 89.
Grønsdal 125.
Grönskulle 267.
Grøtdalstinder 185.
Grøtø 227.
Grøtsund 232.
Grøttingbratten 94.
Grøvdal 189.
Grundfjord 227.
Grundingsdal 31.
Grundset 93.
Grundskallen 224.
Grundsund 104.
Grungedal 37.
Grycksbo 368.
Gryten 188.
Grytereidsnib 169.
Grythyttehed 363.
Grytø 228.
Gubbelaadal 216.
Gudaa 206.
Gudbrandsdal 82.
Gudbrandsgaard 43.
Gudvangen 151.
Gula (Sognefjord) 162.
— (Trondhjems-Fjord) 92. 95.
Gulbraa 146.
Guldhav 230.
Guldholmen 242.
Guldsmedshyttan 360.
Gulefos 96.
Gulekop 177.
Gulenfjord 145. 160.
Gulfjeld 138.
Gullbergs Vass 283.
Gullholmen 104.
Gullmarsfjord 103.
Gullspång 304.
Gulsætdal 149.
Gulskog 25.
Gulsvik 39.
Gunaviken 161.
Gunnarstorp 275. 272.
Gunvorddal 150.
Gunvordsbræ 149.
Guridals-Sætre 76.
Gurifjeld 37.
Gurskø 161.
Gustafsberg (Stockholm) 342.
— (Uddevalla) 104.
Gutvik 213.
Gyranfisen 47.
Gysinge 365.

Haagaar 45.
Haahjem 169.
Haajen 236.
Haakedal 29.
Haakenæsfjeld 29.
Haalandsosen 112.
Haandstad 200.
Haa-Ø 8.
Haarefos 114.
Haarstad 92.
Habo 292.
Hadeland 26.
Hadsel 225.
Hafdhem 358.
Hafsfjord 108.
Hafslovand 155.
Haga 340.
Hagaström 368.
Hagby 270.
Hagestad 130.
Hagfors 363.
Hakedal 44.
Halbrandsfos 162.
Halland 276.
Hallandsfos 4.
Halleberg 286.
Hallen 373.
Hallingdal 39.
Hallingskarv 40.
Hallingskeit 41.
Hallsberg 290. 298.
Halmstad 276.
Halnebottner 40.
Halsenø 117. 215.
Hamar 81.
Hamburg 430.
Hamlegrøvand 121. 138
Hammerfest 236.
Hammernæs 216.
Hammerø 227.
Hammersættinder 184.
Hammervand 207.
Hamra 174.
Hanæs 195.
Handöl Fall 375.
Hanekamb 122.
Hanestad 94.
Hankø 7.
Hannæsø 217.
Hanspikje 87.
Haparanda 394.
Harads 387.
Haraldshaug 116.
Harbarsbræ 156.
Hardanger Fjord 118.
— Jøkul 41.
— Vidda 33.
Hardbak 212.
Hardeg-Sæter 89.
Harefos 243.
Hareide 185.
Hareidland 161. 185.
Harestuvand 44.
Harevoldsnipa 148.
Hargshamn 369.
Harilstad 61.
Harnäs 369.
Harpefossen 83.
Harsprång 388.
Harstad 223.
Haslemo 5.
Hasvik 236.
Hatten 235.
Hatteng 230. 235.
Hatviken 138.
Haugaasgjel 157.
Haugenaase 158.
Haugene (Sognefjord) 153.
Haugenøset 158.
Haugesund 116.
Haugfos 170.
Haugmælen 155.
Haugnaase 154.
Haugnæs 215.
Haugs 166.
Haugsfos 25.
Haugum 208.
Haukaas 121.
Haukabakken 221.
Haukedal 162. 163.
Haukedalsvand 163.
Haukeland 138.
Haukeli Hotel 37.
Haukeli-Sæter 37.
Haus 138. 166.
Hausadn 157.
Hausafjeld 153.
Havnen 195.
Havnevik 191.
Havningberg 240.
Havnnæs 166. 230.
Havnø 214.
Havnvik 229.
Havø 238.
Havshølfos 77.
Häckeberga 263.
Hægeland 3.
Hægerland 114.
Hägersten 343.
Hægge (Østre Slidre) 55.
Hæggefjord 55.
Hæggenæs Hotel 55.

Hægheimsfjeld 164.
Hægstøil 4.
Hæksfjeld 29.
Hällingså 379.
Hällnäs 380.
Hæstad 162.
Hästholmen 294.
Hästveda 266.
Håkafot 379.
Håkontorp 286.
Hålland 374.
Håsjö 378.
Håtunaholm 348.
Hecla 252.
Hedal (Spirillen) 47.
Hedalen 84.
Hedalsfjord 55.
Hedalsmuen 64.
Hedemarken 81. 93.
Hedemora 366.
Hedensberg 359.
Hednoret 380.
Hedstensnut 115.
Heen 26.
Hegg 51.
Heggedal 21.
Heggeim 199.
Heggen 25.
Heggestøl 32.
Heggurdalstind 182.
Hegre 206.
Heilhorne 213.
Heilstugegg 174.
Heilstuguvand 174.
Heimdal 96.
Heimdalsvand 87.
Heistad 23.
Hejlstuguhø 63.
Heldal 138.
Helgasjö 268.
Helgedal 72.
Helgeland 213.
Helgenæs 113.
Helgheim 163.
Helgø 81.
Helgum 378.
Hell 206.
Helle (Numedal) 32.
Hellefos 25.
Hellekis 287.
Hellemofjord 227.
Hellerfos 62.
Hellertjærn 62.
Hellesæterbræ 170.
Hellesylt 177.
Helsingborg 273.
Helsingland 370.
Helsingør 424.
Helsobrunn 290.
Helvetesfos 156.
Helvik 117.
Hemmestveit 31.
Hemnæs 216.
Hemre 152.
Hemse 358.
Hemsedal 42.
Hemsil 41.
Hen 189.
Henjum 149.
Hennan 372.
Henningsvær 224.
Herand 122.
Herdal 179.
Hereid 73.
Hermanö 104.
Hermansværk 149.
Hernösand 382.
Herø (Hardanger) 117.
— (Søndmøre) 161.
Herre 140.
Herrevand 70.
Herrhult 363.
Herrljunga 289.
Hesselby 358.
Hessen 161.
Hessleholm 266.
Hestbræpigge 69.
Hestebræ 155.
Hesteklevfos 115.
Hesten 189.
Hesthammer 122.
Hestholmen 192.
Hestmandø 217.
Hestnæsfos 151.
Hestnæsøren 167.
Hestvolden 55.
Hetlenæs 130.
Higrafstind 224.
Hildal 125.
Hildehalsen 167.
Hillerhøi 76.
Hillerød 422.
Hillestad 155. 22.
Himingen 29.
Himle 277.
Himmeltinder 224.
Hindås 283.
Hindfly 65.
Hindø 225. 228.
Hindsæter 84.
Hira 94.
Hirsdal 25.
Hisfjord 120.
Hisø 6.
Hitterdal 28.
Hitterdalsvand 29.
Hitter-Elv 95.
Hitteren 195.
Hjaafosser 111.
Hjælmodal 128.
Hjærdal 31.
Hjærsjø 31.
Hjærtø 226.
Hjelle 172.
Hjelledal 87.
Hjellehydna 172.
Hjellø 98. 8.
Hjellum 93.
Hjelmare, Lake 361.
Hjelmeland 111.
Hjelmø 238.
Hjelmsø 238.
Hjelset 196.
Hjerpen 374.
Hjertdal, see Hjærdal.
Hjertnæs 23.
Hjo 290.
Hjorteskar 177.
Hjørundfjord, see Jørundfjord.
Hjøsenfjord 111.
Hoaasnibba 198.
Hobro 433.
Hodn-Sæter 152.
Hodnaberg 122.
Hodnsnipe 152.
Hoel, Gaard 92.
Hoem 193, 197.
Hof, Gaard 147.
Hofors 363.
Hofsfos 26.
Hofslund 150.
Hofsnibba 198.
Hogga 34.
Hogrending 170.
Hojheim 156.
Hoknafjeld 83.
Hokstad 206.
Hol (Hallingdal) 40.
Holaaker 89.
Holandsfjord 218.
Holatinder 86.
Holaveden 297.
Holbu-Sæter 198.
Holden 33.
Hole 176. 190.
Holefos 179.
Holgruten 52.
Hollændernæs 230.
Holmberget 205.
Holmedal 162.
Holmen (Nordfjord) 183.
— (Stavanger) 109.
Holmen-Sæter 44.
Holmenkollen 19.
Holmenut 38.
Holmestrand 22.
Holme-Vand 147.
Holmö 385.
Holoklump 208.
Holsæt 89.
Holsen 163.
Holsfjord (Hallingdal) 42.
— (Tyrifjord) 21.
Holtaalen 96.
Holte 7.
Holten 153.
Holvik 30.
Homme i Treungen 35.

Hommelvik 206.
Hompedalskulen 157.
Hondalsnut 140.
Honningsvaag 239.
Hop 138.
Hopen 227.
Hoperstad 146.
Horgheim 190.
Horken 152.
Horn 91. 199. 299.
Hornborgasjö 290.
Horndal 50.
Hornelen 160.
Hornesund 3.
Hornindal 176.
Hornindalsrokken 177.
Hornindalsvand 166. 176.
Hornnes 4.
Hornø 241.
Hornsnakk 176.
Hornsundstind 257.
Horntind 50.
Horpedalen 148.
Horre 114.
Horrebrækkene 114.
Horrehei 38.
Horsens 432.
Horsevik 162.
Horten 8. 22.
Hortskarmo 213.
Horunger 70. 78.
Hougsrud, Gaard 47.
Hougsund 25.
Hov 45. 95.
Hovde 84.
Hove (Slyngsfjord) 183.
— (Viksøren) 146.
— (Stadtland) 160.
Hovedø 8. 20.
Hovin (Tinsjø) 29.
Hovland 123.
Højde-Sæter 32.
Höfven 379.
Høgabro 144.
Høgan-Aas 52.
Høganaase 153.
Höganäs 274.
Høgdebrottet 66.
Høgehøi 162.
Høgerbottenvand 87.
Høgevarde 39.
Høgfjeld 47.
Høgfos 35.
Högkulle 288.
Høgrond 94.
Høgsfjord 110.
Högsrum 271.
Høgvagel 62.
Høidalsmo 31.
Høidalsvand 69.
Høiholmstinder 214.
Høiskarsnut 152.
Høistakka 56. 59.
Høistulen 62.
Høitind 219.
Højaas 26.
Højangsfjord 145.
Höjeå 263.
Hökedalen 102.
Høl, Gaard 128.
Høland 208.
Høldeknatten 47.
Høle 110.
Høleraa 47.
Høleslid 110.
Høljabakken 73.
Høllandsfos 112.
Hønefos 26.
Hønsene 150.
Hör 265.
Hörby 267.
Hørdafylke 145.
Hörken, Norra & Södra 363.
Hørsand 93.
Høvelfjord 43.
Høvik 20.
Høvringen-Sæter 88.
Hudiksvall 381.
Hugakolle 49.
Huglen 217.
Huldrefos 163.
Hultsfred 271.
Hummelfjeld 95.
Hummerberg 7.
Hun 208.
Hundebunden 98.
Hundefos 114.
Hundeidvig 182. 184.
Hunder 82.
Hundorp 83.
Hunds-Elv 45.
Hundsfossen 3.
Hundsør 120.
Hundvaagø 116.
Hundviksfjord 167.
Hunn 81.
Hunneberg 286.
Hunnerfos 82.
Huntorpe, Gaard 83.
Hurum 49.
Husaby 283.
Husavik 256.
Husbyfjöl 296.
Husdal 123.
Husebø, Gaard 149.
Husnæs 117.
Husqvarna 292.
Hustad 185.
Hustadnæs 181.
Husum (Lærdal) 52.
Hvaløer 101.
Hvalstad 20.
Hvellinge 262.
Hven 421.
Hverve 100.
Hvideseid 31. 35.
Hvidesjø 34.
Hvidhøfd 49.
Hvitingsø 108. 116.
Hvitkua 192.
Hybo 371.
Hyby 263.
Hyen 167.
Hyenfjord 167.
Hylen 112.
Hyllaklgv 130. 142.
Hylland 152.
Hyllandsfos 31.
Hyllestad 4.
Hylsdal 112.
Hylsfjord 112.
Hylsskar 112.
Ibestad 229.
Ice Fjord 257.
Iceland 245.
Idefjord 100.
Igla 92.
Ildjarnstad 47.
Ilseng 93.
Ilvand 72. 78.
Ilvasnaasi 72.
Indals-Elf 373. 377. 378.
Inderdal 128.
Indfjord 188.
Indre Dale 166.
— Eide 179.
— Frøningen 153.
— Haugen 177.
— Kvarø 217.
— Samlen 122.
— Saude 112.
— Sulen 159.
— Vigten 213.
— Yri 169.
Indste-Sæter 41.
Indviken 167.
Inlandet 195.
Inset 92.
Insjön 366.
Invikfjord 167.
Isa-Elv 189.
Isberg 124.
Ise 100.
Isfjord (Nordfjord) 166.
— (Romsdalsfjord) 189.
— (Spitzbergen) 257.
Ishaug, Store and Vetle 128.
Isidal 20.
Istad 199.
Isterdal 182.
Isterfos 183.
Istinder 229.
Isvand 374.
Iveland 3.
Jaastad 123.
Jacobs-Elv 243.

Jacobselvs-Kapel 243.
Jagta 181.
Jakobakkadn 149.
Jamsgaard i Vinje 30. 32.
Jaren 45.
Jarfjordbunden 243.
Jarlsberg 22.
Jäder 362.
Jæderen 108.
Jægervand 233.
Jægervandstinder 233.
Jæggevarre 233.
Jælsø 112.
Järbo 370.
Järnafjärd 297.
Jelle 172.
Jelse 112.
Jemtland 372.
Jen-Elv 92.
Jensvold 95.
Jerfsö 371.
Jerfva 347.
Jerkin 91.
Jerna 301.
Jerngruben 28.
Jersingnaasi 77.
Jertind 234.
Jesjjavre 236.
Jesjjokk 236.
Jesnes 82.
Jessum 80.
Jetta 88.
Jockmock 388.
Jomfruland 7.
Jonarnæs 121.
Jondal (Hardanger) 121.
— (Kongsberg) 27.
Jondalsbræ 121.
Jonsered 289.
Jonsknut 27.
Jora 198.
Joranger 155.
Jordal (Odde) 125.
— (Stalheim) 143.
— (Sundalsfjord) 197.
Jordalsnut 143. 152.
Jorddalsnipa 148.
Jostedal 157.
Jostedalsbræ 87. 157. 164. 171. 172.
Jostedals-Elv 157.
Jotunfjeldene 53.
Jotunheim 53.
—, Hotel 55
Jøklevand 121.
Jølbro 173.
Jøkulegge 42.
Jølster 183.
Jølstervand 163.
Jølstra 162.
Jönköping 291.
Jønshorn 182.
Jörn 380.
Jørundfjord 181.
Jøsendal, Gaard 115. 117.
Jøsenfjord, see Hjøsenfjord.
Judeberget 111.
Jukam 48.
Jukasjärvi 392.
Julaxel 195.
Julsæt 187.
Julsund 195.
Junkerdal 217.
Juteberg 111.
Jutul-Elv 52.
Jutulhugget 94.
Juvbræ 67.
Juvelnsjö 374.
Juvvand 68.
Juvvashytte 68.
Jygrafjeld 163.

Kaafjord 234.
Kaagø 235.
Kaagsund 235.
Kaalaas 114.
Kaardal, Gaard 141.
Kaasa 29.
Kaaven 235.
Kabelvaag 224.
Kaggefos 25.
Kaggeholm 344.
Kajtum Fall 388.
Kaldafjeld 143.
Kaldfonna 198.
Kaldhus-Sæter 174. 183.
Kaldvatn 177.
Kaldvella 91.
Kalix-Elf 391.
Kalken 198.
Kalle-Fjeld 114.
Kallelid 110.
Kallesten 110.
Kallevasheia 37.
Kallsjö 374.
Kalmar 269.
Kalskraafjeld 190.
Kalstad 92.
Kalvaag 160.
Kalvaahøgda 55.
Kammerherre (Jotunheim) 70.
Kampe-Sæter 64.
Kampen 44.
Kamphamre 87.
Kapellbackar 104.
Kappadal 152.
Karasjok 236.
Karesuando 244.
Karlberg 347.
Karl-Johansværn 8.
Karlsborg 289.
Karlshamn 266.
Karlskoga 303.
Karlskrona 268.
Karlslund 361.
Karlsø 233.
Karlsöar 358.
Karlstad 303.
Karlsten 104.
Karmø 116.
Karmsund 116.
Karpalund 267.
Kassefors 276.
Kastnæshavn 229.
Katrineholm 291.
Kattarp 275.
Kattegat 102.
Kattenak 169.
Kaupanger 153.
Kautokeino 244.
Kavli 189.
Käfsta 377.
Kärreberga 275.
Kärringö 104.
Kærseimsdal 188.
Kålgårdsberg 104.
Keiseren Pass 72.
Kejlhaustop 68.
Kengis Bruk 244.
Ketkisuvando 244.
Kiberg 241.
Kihlangi 244.
Kil 303.
Kilafors 371.
Kile 166.
Kilefjord 3.
Kilefos 151.
Kilen, Gaard 156.
Kilfors 379.
Kiliknappen 83.
Killeberg 266.
Kilsmo 290.
Kimstad 300.
Kinda Canal 299.
Kinnared 276.
Kinnekulle 287.
Kinservik 123.
Kirke 76.
Kirkebø (Hemsedal) 42.
— (Hvidcsjø) 34. 31.
— (Sognefjord) 145.
Kirkeglup 76.
Kirkelandet 195.
Kirkenæs (Hardanger) 122.
— (Varanger) 242.
Kirkestøl 51.
Kirkesund 104.
Kirkevaagen 224.
Kirkevolden 28.
Kiruna 392.
Kistefjeld 230.
Kistenuten 37.
Kittis 244.
Kivik 263.
Kjælavand 37.
Kjærnhulstind 66.

Kjærring 160.
Kjærringfjeld 142.
Kjærringø 226.
Kjætnæs 220.
Kjedelen 68.
Kjeflinge 265. 272.
Kjeipen 160. 180.
Kjelda 40.
Kjeldhaug 119.
Kjelkenæs 160.
Kjelling 219.
Kjelsaas 44.
Kjelstad 177.
Kjelvik 239.
Kjendal 171.
Kjendalsbræ 171.
Kjendalskrona 171.
Kjeø 227.
Kjerag 111.
Kjernfjeld 217.
Kjeungen 212.
Kjosen 233.
Kjostinder 234.
Kjøbenhavn, see Copenhagen.
Kjødepollen 160.
Kjøfjord 242.
Kjøge 429.
Kjøivingfjeld 29.
Kjølberg 42.
Kjølen 83.
Kjøllefjord 240.
Kjøndalsfos 125.
Kjønnaas 83.
Kjøs 176.
Kjøsnæsfjord 164.
Kjøsnebb 176.
Klafreström 268.
Klagegg 164.
Klampenborg 421.
Klana 163.
Klar-Elf 287. 303. etc.
Klågerup 263.
Kleivafos 176. 178.
Kleppeskar 78.
Kleve 199.
Kleven i Gol 42.
Klintehamn 358.
Klippan 275.
Kloksegg 180.
Klopkjærn 22.
Klosterfjord (Hardanger) 117.
— (Sweden) 277.
Klosterø 116.
Kløften 80.
Kløvdalseid 185.
Kløven 229.
Klypenaasi 79.
Knifsta 347.
Knivebakke-Sæter 156.
Knivsflaa 178.
Knivskjær-Odde 238.
Knudsæter 183.
Knudsdal 177.
Knutshø 91.
Knutshulstinder 56. 60.
Knutsvik 112.
Kobberbergs-Elv 28.
Kobberdal 216.
Kobbervik 116.
Kobberviksdal 22.
Kobbervolden 31.
Kobberyggen 230.
Koksvik i Thingvold 197. 200.
Kolaas, Gaard 185.
Kolaastinder 181. 185.
Kolar-Elv 151.
Kolåsen 374.
Kolbäck 360.
Kolbeinsdal 174.
Kolbeinsthveit 113.
Koldedalstind 59.
Koldedalsvand 75.
Koldedøla 75.
Kolding 430.
Kollandsö 287.
Kollbræ 87. 156.
Kolmården 301.
Kolnaase 79. 157.
Kolsaas 8. 20.
Konerudkollen Hotel 22.
Konerudsaasen 22.
Kongen 190.
Kongsberg 27.
Kongshavn 18.
Kongshøi 149.
Kongsli Sanatorium 81.
Kongslid, Gaard 230.
Kongsmo 208.
Kongstrøm 46.
Kongsvand 149.
Kongsvinger 97.
Kongsvold 91.
Koö 104.
Kopervik 116.
Koppang 93.
Kopparberg 360.
Kornsjø 102.
Kors 190.
Korsån 368.
Korsdal 121.
Korsfjord 117.
Korsnäs (Falun) 368.
Korsnæs (Stavanger) 118.
— (Tysfjord) 227.
Korsnæstind 225.
Korsødegaard 81.
Korsør 429.
Kortfors 303.
Koskats 387.
Kosterfjord 103.
Kosthveit 30.
Kotsgien 96.
Kvostulheia 31.
Kovstulvand 31.
Köping 271.
Köpmannabro 363.
Kraaen 141.
Kraakmo 227.
Kraakstad 100.
Kragerø 7.
Kramfors 383.
Krapperup 275.
Kravikfjord 32.
Krækjahytten 40.
Krækledyr Skar 37.
Krångfors 385.
Krekling 27.
Kringen 84.
Kringlen 162.
Kristvik 197.
Krogegg 151.
Kroghaugen 94.
Krogkleven 25.
Krogsund 25.
Kroken 155.
Krokom 373.
Kronborg 424.
Krondal 158.
Kronebræ 171.
Kronen, Gaard 158.
Kronoberg, Castle 268.
Kronobergs-Län 268.
Krosboden 70.
Krosfjæren 130.
Krossbakkenose 78.
Krøderen 39.
Krødsherred 39.
Krösekulle 289.
Krylbo 365.
Kulla Gunnarstorp 274.
Kullen, Promontory 274.
Kullsveden 366.
Kungsbacka 277.
Kungsgården 368.
Kungshamn 349.
Kungshatt 344.
Kungsör 362.
Kunnen, Promontory 218.
Kupefjelde 163.
Kuttainen 244.
Kvaal 96.
Kvalehøgda 49.
Kvale-Sæter 156
Kvalenæs 123.
Kvalø (Hammerfest) 236.
— (Tromsø) 230.
Kvalvig 224.
Kvam (Eidfjordsvand) 127.
— (Gudbrandsdal) 84.
Kvamfjeld 169.
Kvamfos 127.
Kvamme 51. 169.
Kvammen 200.
Kvamshest 162.
Kvamsklev 49.

Kvamsø 122. 146.
Kvandal 171.
Kvandalsbræ 168.
Kvandals-Elv 171.
Kvarven 118.
Kvæfos 77.
Kværnaa 87.
Kværne-Elv 157.
Kværnhusfjeld 170.
Kvenangstinder 235.
Kvenne-Heia 114.
Kvernhusfos 30.
Kvernvolden 3.
Kvickjock 389.
Kvig 221.
Kvikne 64. 92.
Kvildal 113.
Kvindherred 119.
Kvindherreds-Fjord 119.
Kvinesdal 108.
Kvisberg 82.
Kvitegg 179.
Kvitenæs 167.
Kvitevarde 149.
Kvitingen 78.
Kvitingskjølen 63.
Kvitlenaava 87.
Kvitnaa 123.
Kvitnæs 226.
Kviven 177.
Kykkelsrud 100.

Laagelidbjerg 33.
Laagen 7. 23. 27. 32. 82.
Laaland 431.
Labrofos 27.
Lade 206.
Ladehammeren 201.
Ladvik 145.
Lagmansholm 289.
Laholm 276.
Laksevaag 137.
Laleid 114.
Lamhult 267.
Land 26.
Landegode 221.
Landskrona 272.
Landsværk 31.
Langaa 433.
Langbrekken 182.
Langdal (Geiranger Fjord) 182.
Langedal (Bergen) 138.
— (Bygdin) 56.
— (Sogndal) 73.
Langedalstjærn 56.
Langegg 174.
Langeid 4.
Langeidvand 37.
Langeland (Denmark) 431.
— (Søndfjord) 162.
Langelandsvand 162.
Langen 95.
Langenæs 226.
Lange-Sæter 147.
Langeskavl 57. 56.
Langesund 7.
Langesunds Kreppa 7.
Langevaag 116.
Langevand 62. 174.
Langevasboden 126.
Langfjord (Moldefjord) 192.
— (Tanafjord) 240.
— (Tromsø) 232.
— (Syd-Varanger) 242.
Langlete 96.
Langlupdal 94.
Langnæs 234.
Langø 225.
Langøsund 7.
Langsætervand 176.
Langskibsø 183.
Langstein 207.
Langvand 198. 216. 220.
Langvasakseln 174.
Langvæs-Elv 220.
Langviken 17.
Lappea 241.
Lappmark 390.
Larvik 23.
Lauedal 177.
Laugen, see Laagen.
Laupare 183.
Laurdal (Bandaksvand) 35.
— (Søndmøre) 166.
Laurgaard 88.
Laurvik 23.
Laurvik-Fjord 7.
Laushorn 178.
Lauva 63.
Lauvaas 4.
Lauvhø 63.
Lavangnæs 229.
Laxå 290.
Laxefjord 240.
Lægde-Elv 151.
Läggesta 302.
Læra 51. 154.
Lärbo 358.
Lærdal 154.
Lærdalsøren 153.
Lærejm 192.
Långholm 302.
Långsele 379.
Långträsk 380.
Leangen 206.
Lecko 287.
Leira (Hardanger) 41.
— (Jotunheim) 69.
Leirmo 157.
Leirungsdal, Øvre 66.
Lejrdal 69. 76.
Lejrhø 63.
Lejrvand 76.
Lekanger 149.
Lekø 213.
Leksand 366.
Leksviken 206.
Lekve 130.
Lemegg 153.
Lemundajø 85.
Lenæs 7.
Lenvik 229.
Lepsø 161.
Ler 96. 208.
Lerbäck 298.
Leren 205.
Lerfos 205.
Lervik (Hardanger) 116.
— (Sognefjord) 145.
Lesje-Hytte 198.
Lesje-Kirke 89.
Lesjeskogen-Vand 89.
Lesjeværk 89.
Lessebo 268.
Leurodal 221.
Levanger 207.
Levvajok 236.
Li 182.
Liabræ 78.
Liabygd 183.
Liadalshorn 185.
Liadalsnibba 178.
Liavand 86.
Liaxlen 159
Lid, Gaard 89.
Lidens Färja 377.
Lidköping 287.
Lien-Sæter 138. 158.
Lier 21.
Lifjeld (Slaakuvand) 31.
— (Slyngsfjord) 183.
Ligga 388.
Lihest 145.
Likkavarre 230.
Liljeholmen 302.
Lilledal 198.
Lilledalsegg 177.
Lille-Elvedal 94.
Lillehammer 82.
Lille Hest 162.
— Mauket 230.
— Nup 37.
— Rjukanfos 35. 37.
Lillesand 6.
Lilleskog 286.
Lillestrømmen 80.
Lilletun 127.
Limfjord 435.
Limhamn 262.
Lina Jækna 221.
Lindesnæs, Cape 107.
Lindhult 277.
Lindø 8.
Lindsheim 86.
Lindvik 172.
Linesø 212.

Lingbo 371.
Linge 183.
Lingsfos 77.
Linköping 298.
Lis 277.
Li-Sæter 27.
Lister 107.
Listølsbræ 157.
Litlas-Sæter 126.
Liverud 32.
Ljan 98. 18.
Ljonevand 114.
Ljosebotn-Sæter 193.
Ljøen 177.
Ljung 277. 296.
Ljungan 376.
Ljungby 275.
Ljusdal 371.
Lo, Gaard 64.
Lockne 372.
Lodalsbræ 159.
Lodalskaupe 159. 171.
Loen 168.
Loenvand 170.
Lofald 162.
Lofjeld 168.
Lofos 49.
Lofoten Islands 222.
Lofö 347.
Loftesnæs 153.
Loftet 77.
Lofthus 123.
Logavand 107.
Logen 112.
Lokkaren 213.
Loksund 117.
Lom 86.
Lomefjord 146.
Lomen 49.
Lomma 272.
Lommijaur 221.
Lomsegg 69.
Loms-Horung 86.
Lomsklev 86.
Loppen 235.
Lora-Elv 89.
Lorafjeld 90.
Losna 83.
Lotefos 115. 125.
Lougen, see Laagen.
Lovardalsskard 73.
Lovunden 217.
Løbsaas 219.
Lødemel 176.
Lødingen 228. 226.
Löfsta 369.
Løgø 235.
Løining-Sæter 142.
Løiten 93.
Løkedal 122.
Løkedalsnuten 122.
Løkelandshest 162.
Løken 49.
Løkenfos 168.
Løkkens Kobberværk 92.
Løksund 225.
Løkta 216.
Lønæs, Gaard 220.
Lønefos 142.
Lønehorje 140.
Lønesdal 217.
Lønevand 142.
Lønsæt 196. 199.
Løstsæter 73.
Løveid 33.
Løvheim 31.
Løvnaasi 79.
Løvstaken 137. 132.
Ludvika 364.
Luleå 386.
Lule-Elf 387.
Lund 263.
Lundarvand 142.
Lunde (Eids Elv) 34.
— (Sweden) 388.
—, Gaard 164.
Lundebygden 162.
Lundefaret 54.
Lundemo 96.
Lunden, Gaard 149.
Lunderdal 86.
Lundeskar 149.
Lundevand 108.
Lundø 227.
Lungegaardsvand 132. 137.
Lunner 44.
Lure Nut 129.
Lurø 217.
Lusahoug-Sæter 76.
Lyderhorn 132. 137.
Lygner, Lake 277.
Lygren 145.
Lyngby 422.
Lyngdal 234.
Lyngdals-Elv 107.
Lyngenfjord 233.
Lyngholmen 116.
Lyngør 6.
Lyngseidet 234.
Lyngstuen 233.
Lysaker 20.
Lysebunden 111.
Lysefjord 110. 117.
Lysekil 103.
Lysekloster 117.
Lysheia 4.
Lysø 117.
Lyster 156. 77.
Lysterfjord 154. 77.

Maabø 127.
Maabødal 127.
Maalselvdal 229.
Maalsnæs 229.
Maandal 188.
Maan-Elv 29. 30.
Maanefos 111.
Maaraadal 174.
Maaren 145.
Maasø 238.
Madevarre 242.
Magalaupet 91.
Magerø 238. 197.
Magnor 97.
Makur 240.
Malangenfjord 229.
Malde 110.
Malmagen 371.
Malmagrønsnaave 143.
Malmanger-Nut 119.
Malmberg 391.
Malmedal 187.
Malmö (Skåne) 260.
— (island) 103.
Malstrøm 223.
Malvik 206.
Mandal 107.
Mandfjeld 235.
Mandseid 160.
Manfjord 227.
Maradalsfos 194. 74.
Maradalstinder 79.
Mardøla 194.
Mariager 433.
Maridalsvand 44.
Mariefred 344.
Marienborg 206.
Marienlyst 425.
Mariestad 283.
Marifjæren 155.
Maristuen 51.
Markakyrka 290.
Markaryd 275.
Marma 369.
Marok 178.
Marsaafos 172.
Marstrand 104.
Martedal 156.
Masi 243.
Maskjock 242.
Masnedsund 429.
Matarengi 244.
Matfors 376.
Mattmar 373.
Mauranger Fjord 119.
Maursæt 41.
Maurstadeid 166.
Maurvangen 165.
Mæl 29.
Mälarbaden 362.
Mälaren, Lake 301.
Mælen 230.
Mælkevold 161.
Mælkevoldsbræ 169.
Mällby 266.
Mälsåker 346.
Männikö-Koski 243.
Mærranes 213.

Märsta 347.
Måseskär 104.
Medelpad 372.
Medevi 295.
Medheia 28.
Mehavn 240.
Mehus 113. 129.
Meienfjeld 5.
Meierdal 182.
Meisen 150.
Meknokken 197.
Melaanfos 122.
Meland 172.
Melbo 225.
Melderskin 119.
Melen 374.
Melfjord 218.
Melheimsnib 170.
Melhus (Flaamsdal) 144. 152.
— (Trondbjem) 96.
Melkedal 71.
Melkedalsbræ 59.
Melkedalspigge 59.
Melkedalstinder 71.
Melkedøla 56. 59.
Mell 147.
Mellansel 379.
Mellansjö 372.
Mellenfjeld 55.
Mellerud 102.
Melø 218.
Melsdal 119.
Melshorn 185.
Melsvand 142.
Melsnipa 148.
Mem 296.
Memurubod 60.
Memurudal 61.
Memurutinder 63.
Memurutunge 60.
Menæs 148.
Meraker 206.
Meringdalsnæbba 193.
Meringdals-Sætre 189.
Mesna 82.
Messetind 229.
Middagsberg 151.
Middagshaugen 154. 190.
Middagshorn 180.
Middagsnib 169.
Middelfart 429.
Midnæshamer 73.
Midstuen 19.
Midtdyr-Ruste 38.
Midtfjeld 32.
Midtgaarden 35.
Midtlæger-Sæter 38.
Midtmaradalsbræ 79.
Midtmaradalstinder 79.
Midtsæter 119.
Midtun 138.
St. Mikaelshul 33.
Mindre Sunde 172.
Minne 80.
Minnesund 80.
Mirebø, Gaard 190.
Misery, Mount 257.
Misfjord 186.
Misværfjord 220.
Mjælla 31.
Mjelde 230.
Mjell 147.
Mjelve 196.
Mjelvafjeld 189.
Mjölby 298.
Mjølnir 190.
Mjøndalen 25.
Mjörn, Lake 289.
Mjøsen, Lake 80.
Mjøsstrand 30.
Mjøsund 229.
Mjøsvand 30.
Mo (Børtevand) 36.
— (Ranenfjord) 216.
— (Søndfjord) 163.
Moanebba 189.
Modum 25.
Moelven 82.
Moen (Aardal) 73.
— (Grundingsdal) 31.
— (Gudbrandsdal) 82.
— (Lysterfjord) 156.
— (Maalselvdal) 230.
— (Rokkedal) 36.
Mogelifos 126.
Mogen i Høidalsmo 31.
— (Mjøsvand) 30.
Moholm 290.
Moisund 4.
Moland 35.
Molaupsfjeld 181.
Moldaadal 43.
Molde 186.
Moldefjord 160. 186.
Moldehei 187.
Molden 155.
Moldestad 165.
Moldjord 219.
Moldø 160.
Molla, Lille & Store 225.
Mollösund 104.
Mon 102.
Mongefos 190.
Mora 367.
Morgedal 31.
Mork 86.
Morkedøla 74.
Morkolle 47.
Morshyttan 370.
Mortas 244.
Mortenslund 379.
Mortensnæs 241.
Mosaksel 214.
Mosås 298.
Mosby 3.
Mosebø 31.
Mosjøen 214. 215.
Mosken 223.
Moskenæsø 223.
Moskenstrøm 223.
Moss 98. 8.
Mossesund 98.
Mostadhaug 162.
Mosterhavn 116.
Mosterø 99. 116.
Mostorp 277.
Motala 295.
Motalaström 295. 300.
Movatten 163.
Möckeln, Lake 266. 303.
Møen 431.
Møgeletun 127.
Møisadel 226.
Mölle 275.
Møllendal 137.
Mølmen 89. 191.
Mölnbo 301.
Mölndal 277.
Mørkadals-Elv 143.
Mørke 433.
Mørkedal 42.
Mørkei 156.
Mörkeklef 283.
Mørkerejdsdal 156.
Mørkved 208.
Mörsil 373.
Mørstafjord 155.
Mösseberg 290.
Muggedals-Elv 47.
Mugnatind 55.
Muldal 191.
Muldalsfos 183.
Mule 31.
Mullfjäll 375.
Mullsjö 293.
Mulskreddal 177.
Mulsvorhorn 177.
Multraberg 384.
Mundal 143.
Mundheim 119.
Munkeg 147.
Munkholmen 205.
Munksjö 291.
Munksund 385.
Muonio-Elf 244.
— Niska 244.
— Vara 244.
Muradn-Sæter 73.
Muran-Sæter 76.
Muri 182.
Murjek 390.
Murua 64.
Musgjerd 199.
Musken 227.
Muskö 342.
Musubytt-Sæter 87.
Musvold-Sæter 94.
Myklebostad 163, 165.

Myklemyr 157.
Mykleihveitvete 139.
Myrdalen 140.
Myrdalsfos 121.
Myrdalsvand 119.
Myre 83.
Myrhorn 158.
Mysen 100.
Myssu-Sæter 94.
Myten 157.
Myvatn 255.

Naae 123.
Naalene (Nærødal) 143.
Naaver-Sæter 63.
Nadden, Lakes 360.
Nadviken 154.
Nageløren 156.
Nakkerud 25.
Namdal 208.
Namsen-Elv 208. 213.
Namsenfjord 213.
Namsos 213.
Nappstrøm 224.
Narvik 227.
Nattavara 390.
Naustdal 163. 166.
Nautefos 151.
Nautgarstind 65.
Naven 92.
Nääs 289.
Näcken, Lake 301.
Nälden 373.
Nämdfors 379.
Nærbø 108.
Næringen 239.
Nærø 213.
Nærødal 151.
Nærødals-Elv 143. 151.
Nærøfjord 151.
Nærønæs 151.
Nærstrand 111.
Næs (Lake Krøderen) 40.
— (Lysterfjord) 155.
— (Mjøsen) 97.
— (Romsdal) 189.
— (Spirillen) 47.
— (Suldalsvand) 114.
Näsåker 379.
Næsbø 44.
Näsby 353.
Næsdal 171.
Næse 146.
Næsheim 146.
Næsheimshorgen 141.
Næsland 36.
Næsodden 98.
Næsodtangen 8.
Næsseby 241.
Næsset 192.
Nässjö 267.
Næstved 429.
Näsviken 371.
Næverdal 92.
Nævernæs 214. 221.
Nebbedal 179.
Nedberge 152.
Neder-Kalix 394.
Nedreaal 42.
Nedredal 198.
Nedre Edefors 387.
— Floden 171.
— Lid 157.
— Sulheims-Sæter 63.
— Tysdal 111.
— Vand 220. 230.
— Vasenden (Jølstervand) 163.
Nedstryn 171.
Nedsttun 138.
Neergaard (Maalselvdal) 230.
Negaarden i Aamli 35.
Neglinje 341.
Nelaagfjord 6.
Neraal 42.
Nerdal 198.
Nerebø 110.
Nerike 200.
Nesdalen 52.
Neslenib 169.
Nestevand 177.
Nestun 138.
Netland 121.
Nettraby 266.
Nexø 426.
Nevlunghavn 7.
Nid-Elv (Arendal) 6.
— (Trondhjem) 201.
Niemis 394.
Nigardsbræ 158.
Nipahøgd 130.
Nipen 100.
Nissaå 276.
Nissedals-Elv 151.
Nisservand 35.
Nit-Elv 80. 96.
Nittedal 44.
Nittsjö 367.
Nivaa 422.
Njalavarre 234.
Njanja 389.
Njavvi 389.
Njuken 150.
Njunjes 389.
Nokkeneb 177.
Nol 283.
Nondal 73.
Nonhougen 79.
Nonsfjeld 182.
Nonsnib 171.
Nora 303. 361. 381.
Norangdal 180.
Norangsfjord 180.
Norberg 359.
Nord 166.
Nordaasvand 138.
Nordanåker 379.
Nordanskärs 393.
Nordbergs-Kirke 86.
Nordby 436.
Norddalsfjord 182.
Norddalskirke 182.
Norderhov 25.
Nordfjord (N. Bergenhus 165. 160.
— (Storfjord) 183.
Nordfjordeid 166.
Nordfolden 226.
Nord-Horland 117. 145.
Nordingråland 384.
Nordkjos 230.
Nordkyn 240.
Nordmaling 385.
Nordmandslaagen 30.
Nordmøre 195.
Nordnæs (Bergen) 132. 134.
— (Sognefjord) 149.
Nordre Aurdal 46.
— Fron 83.
— Land 45.
— Næs 155.
Nordsjø 33.
Nordvik 188.
Nore 32.
Norefjeld 39.
Norefjord (Numedal) 32.
— (Sognefjord) 149.
Norensjö 375.
Noresund 39.
Norheimsund 121.
Norraryd 266.
Norra Vram 272.
Norrbärke 360.
Norrbotten Län 386.
Norrköping 300.
Norrqvarn 289.
Norrsundet 371.
Norrtelje 353.
Norrvik 377.
Nor-Sæter 27.
Nors-Elf 303.
Norsholm 296. 299.
Norske Hest 159.
North Cape 238.
Northorp 55.
Noset-Sæter 43.
Notodden 28.
Novlefos 38.
Nøra 95.
Nørresundby 434.
Nørstebø 32.
Nørstedals-Sæter 78. 87.
Nørvø 184.
Nøstdal 163.
Nøste 192.
Nøstvolden 208.
Nufsfjord 223.

Nukefjeld 34.
Nuken 173.
Numedal 27.
Nuppivarre 243.
Nupshaug 70.
Nya Støl 38.
Nyastølsfos 123.
Ny-Aune 91.
Nyåker 379.
Nyboden 55.
Nyborg (Fünen) 429.
— (Varanger) 242.
Nybro 269.
Nybu-Sætre 33.
Nybusjø 33.
Nybybruk 362.
Nygaard 41.
Nyhem 378.
Nyhøitind 189.
Nyhyttan 367.
Nykerne 223.
Nykirke (Drammens-Elv) 25.
— (Holmestrand) 22.
Nykjøbing 429. 431. 436.
Nyköping 297.
Nykroppa 368.
Nyland 29. 383.
Nynäshamn 342. 302.
Nypan 96.
Nypladsen 95.
Nysæter (Gudbrandsdal) 87.
— (Mølmen) 90.
— (Ramstaddal) 184.
Nysted 431.
Nystuen (Fillefjeld) 50.
— (Ørkedal) 92.
Nystvand 23.
Nytrøen 92.

Ocke 373.
Ockelbo 370.
Ockesjö 373.
Odda 124.
Oddedal 51.
Oddersø 2.
Oddersjaa 3.
Oddesund 436.
Odense 429.
Odnæs 45.
Oferdal 154.
Ofotenfjord 227.
Ofoten Railway 393.
Ofriddal 146.
Oftedal 154.
Oftevand 31.
Okelro-Fjeld 111.
Okken 52.
Oklevig 156.
Okna 300.
Oksen 188.
Oksenø 183.
Okshovd 55.
Oksnæs 182.
Olafbuvand 40.
St. Olafsdal 185.
St. Olafsgryder 25.
St. Olaf's Ship 35.
— Snushorn 182.
Olberg 39.
Olden 168.
Oldendal 168.
Oldenskar 164.
Oldenvand 169.
Oldøren 168.
Olmajalos 221.
Olmheim 149.
St. Olof 263.
Olsborg 230.
Olsjø 46.
Olskroken 283.
Olstappen, Lake 64.
Omberg 294.
Omgang 240.
Ommundsaa 64.
Omnesø 218.
Onen 129.
Onsø 98.
Oosbakke 216.
Opdal (Drivadal) 91.
— (Lærdal) 52.
— (Numedal) 32.
— (Valders) 50.
Opdalskirke 199.
Opdals-Sæter 56.
Opdøl 197.
Opheim 143.
Opheimsfjeld 168.
Opheimsvand 143.
Ophus 93.
Opigaard 194.
Oplændskedal 175.
Oppebøen 31.
Oppedal 123.
Oppegaard 98.
Oppmanna-Sjö 267.
Opsæt 140.
Opstryn 172.
Optun 78.
Ordal 163.
Orehoved 429.
Orkedalsøren 200.
Orken 163.
Orkerød 98.
Orkla, the 92. 200.
Ormberg 156. 157.
Ormbergs-Støl 156.
Ormejm 198. 90.
Ormsund 98.
Ornäs (Falun) 364.
Ornö 342.
Orrskog 369.
Orsa 368.
Ortnevik 146.
Orust 104.
Os (Fusefjord) 138.
— (Røros) 95.
Osan 224.
Oscarsborg 8.
Oscarshall 17.
Ose (Sætersdal) 4.
Osedal 130.
Osefjord 127. 129.
Osen (Osefjord) 129.
— (Suldalsvand) 113.
Oseskavl 130.
Oskarshamn 271.
Oskarshoug 70. 78.
Oskarström 276.
Oslättfors 370.
Oslo 11. 98.
Osøren 138.
Osstad 4.
Osterdalsbræ 170.
Osterø 138.
Osvand 198.
Osvold 185.
Otheimsfos 199.
Othem 358.
Otta 84.
Ottadal 85.
Otta-Elv 71. 84. 86.
Ottavand 85. 86.
Ottebol 302.
Otteraa 3.
Otterbäcken 304.
Otterø (Molde) 195.
— (Namsos) 213.
Ottertind 234.
Ottestad 81. 192.
Ottsjö 374.
Ousbyholm 267.
Ovabergs-Elv 77. 78.
Overaa 182.
Oviksfjällar 373.
Oxdalshø 59.
Oxefjord 6.
Oxefos 85.
Oxelösund 297.
Oxen (Hardanger) 122.
Oxø 3.
Ødefjord 148.
Ødegaard 197.
Ødemarks-Sjø 101.
Øen 157.
Øfstebro-Fos 173.
Øfsthus-Fos 121. 141.
Øfverum 300.
Øi i Aamli 35.
Øiangen, Lake 55.
Øiangenshøi 55.
Øibergsfos 87.
Øie (Lærdal) 52.
— (Norangsfjord) 180.
— (Steinbergdal) 43.
Øier 83.
Øieren, Lake 97.
Øiestad 113.

Øievand 138.
Øifjord 127.
Øilo 49.
Øinesgavlen 220.
Øisteinvand 38.
Øjeberg 371.
Øksendalen 197.
Øksendalsstrenge 166.
Øksfjord 235.
Øland 270.
Ølen 117.
Ølken 49.
Ørbyhus 369.
Ørebække 114.
Örebro 361.
— Södra 298.
Öregrund 381.
Öresund 273.
Ørjesæter 175.
Ørje-Sjø 101.
Ørlandet 196.
Ørnæs 218.
Ørnefjeld 5.
Ørnereden 433.
Örnsköldsvik 379. 385.
Ørsjø 102.
Ørskog 183.
Ørskogdal 185.
Ørsnipen 199.
Ørstenfjord 185.
Ørstenvik 185. 181.
Ørterdalen 40.
Ørterenvand 40.
Ørtofta 265.
Ørtfjeld 216.
Ørvælla 29.
Ösby 341.
Øseskar 184.
Östanbäck 384.
Östavall 372.
Östberg 373.
Østefjord 181.
Östen, Lake 290.
Østensø 121.
Østerbø, Gaard 43.
Österby 369.
Østerdalen 93.
Österede 378.
Östergötland 298.
Österskär 353.
Östersund 372.
Öster-Tibble 362.
Östervik 341. 366.
Osthammar 369.
Østmanlid-Sæter 38.
Østraat 196.
Östratorp 262.
Østreim 112.
Østre-Slidre 54.
Østre-Slidre-Elv 54.
Ost-Surasjö 360.
Østvaagø 224.
Østvik 207.
Öveds Kloster 263.
Øveraas 193.
Øverby 230.
Øvrebø-Sæter 63.
Øvregaard 230.
Øvre Støl 182.
— Vand 220.
— Vasenden 141.
Øxna 93.
Öxnered 286.
Øxsund 227.
Øxtinder 215.
Øye 50.

Pajala 394.
Pajerim 387.
Palojuensun 244.
Parkijaur 388.
Pasvik 242.
Päkila 394.
Pålsboda 290. 301.
Pello 244.
Persberg 367.
Piggejavre 243.
Pilgrimstad 372.
Pipertind 233.
Pirtiniemi 394.
Piteå 385. 380.
Polcirkeln 390.
Polfos 87.
Pollen 234.
Polmak 236.
Polletind 159.
Polvand 87.
Porjus 388.
Porla Helsobrunn 304. 290.
Porsanger Fjord 239.
Porsgrund 24.
Porsifors 387.
Prækestølen 110. 178.
Præstebakke 102.
Præstedal 167.
Præsthus (Soknedal) 92.
Presteholtsølen 40.
Prestesteinvand 70.
Prestfjärden 346.
Prestforsen 360.
Puddefjord 132.
Purkiholm 288.
Purkijaur 388.

Qvarken 385.
Quarnåfors 375.
Qviinge 267.
Qvisbro 361.
Qvittsle 373.

Raade 98.
Raadfjeld 164.
Raamand 181.
Raasnaas 124.
Raastad 23.
Raftsund 225.
Rago-Njarga 240.
Ragunda 378.
Rake 168.
Rakkestad 100.
Raängen, Lake 297.
Rambæren 149.
Ramberg 47.
Ramlösa 275.
Ramlösabrunn 275.
Rammelklåva 103.
Ramnäs 359. 360.
Ramsaas 39.
Ramsele 378. 379.
Ramsjö 372.
Ramsø 213.
Ramsøfjord 195.
Ramstad 183.
Ramstaddal 184.
Rand 167.
Randal 216.
Randeberg 115.
Randers 433.
Randijaur 388.
Randø 111.
Rands-Elv 26.
Randsfjord 26. 45.
Randsværk 84.
Ranenfjord 216.
Rangaatind 193.
Rangsundø 218.
Ranheim 206.
Rankhyttan 364.
Rapisvari 221.
Rasten 93.
Ratan 385.
Rauberg-Nuten 34.
Raubergsholten 157.
Raubergskampen 50.
Raubergs-Støle 68.
Raudal 61.
Raudalsmund 61.
Raudalstinder 61.
Raudegg 174.
Raudnæs 73.
Rauem 208.
Raufjord 55.
Raufoss 45.
Rauheia 196.
Raulandsfjeld 30.
Rauma 89. 188.
Raunip 138.
Raunsdal 123.
Rausdal 156.
Rauskarfjeld 159.
Rauskjøldvand 70.
Ravnedal 3.
Ravnefjeld (Christiansand) 3.
— (Loenvand) 170.
Ravnejuvet 36.

Räfsnäs 344.
Rægefjord 108.
Rällså 360.
Rämshyttan 364.
Räppe 268.
Ræstadbygd 188.
Rättvik 367.
Råbäck 287.
Råneå 393.
Rännum 286.
Råshult 266.
Red 164.
Reffelbræk 35.
Refnæstangen 153.
Refsudden 358.
Refsunden, Lake 372.
Reime 140.
Reimersholm 302. 343.
Rein 196.
Reinaa 206.
Reinbjør-Elv 208.
Reindalstind 218.
Reindalsvik 218.
Reinheim 91.
Reinlid 47.
Reinø 232.
Reinsvand 207.
Reinsvold 45.
Reisæter 121.
Reitan 95.
Reitstøen 96.
Rejnungvand 41.
Rejtan, Gaard 194.
Rekarne 362.
Rekkingsnut 38.
Rekneshaug 186.
Relling 182. 179.
Rembesdalsfos 129.
Rembesdalsvand 129.
Remmem, Gaard 190.
Rena 93.
Rendalstind 233.
Rendsburg 430.
Renfjäll 374.
Renfos 216.
Rengen, Lake 299.
Rennesø 116.
Renø 238.
Repbäcken 266.
Resele 379.
Revikhorn 160.
Reykjavik 247.
Riddarhyttan 360.
Ridderspranget 84.
Riddersvik 347.
Ridö 344.
Riingsbotn 79.
Riings-Sætre 79.
Riingstinder 79.
Riksgrænsen 393.
Rimbo 353.
Rinda 84. 85.
Rindalen 200.
Rindalshorn 172.
Rindebakken 35.
Rindö 342.
Ring 82.
Ringdalstind 184.
Ringe 430.
Ringebu 83.
Ringedalsvand 126.
Ringerike 25.
Ringkollen 26.
Ringnæs 39.
Ringøen 127.
Ringsaker 82.
Ringsjö 265.
Ringsted 429.
Ringvadsø 232.
Ringvägen 342.
Riondefos 144.
Ripats 390.
Risagrotte 216.
Risbu-Aa 38.
Rise (Driva Valley) 91.
— (Jørundfjord) 185.
— (Nordgulen) 160.
Risnefjord 145.
Risøhavn 226.
Risør 6.
Ris Skov 433.
Rista-Fall 374.
Risvær 213.
Rivenaase 144. 156.
Rjukande Fos 42.
Rjukanfos 30.
—, Lille 35. 37.
Roaldkvam 6.
Robertsfors Bruk 385.
Roboltfjeld 34.
Rocksjö 291.
Rogn 140.
Rognan 221.
Rognæs 96.
Rogne 54.
Rokke-Elv 36.
Roklenut 124.
Rokomborre 230.
Roldø 229.
Rolfshus 40.
Rolfsø 238.
Rolfsøhavn 238.
Roma 358.
Rombaksfjord 227.
Romedal 185.
Romedalshorn 181.
Romeleklint 263.
Romerike 81.
Romfogskjærringen 193.
Rommedal 148.
Rommehest 148.
Romsdal 90. 189.
Romsdalshorn 190.
Rondane 94.
Rondeslot 94.
Ronehamn 353.
Ronene 3.
Ronglan 207.
Ronneby 266.
Rosendal(Hardanger) 119.
Rosendala 292.
Rosersberg 347.
Rosfjord 229.
Roskilde 428.
Rosshyttan 365.
Rossvalen, Lake 360.
Rostafjeld 230.
Rostavand 230.
Rosteranta 244.
Rostock 102.
Rotebro 347.
Rotknæet 218.
Rottna-Elf 303.
Rottneros Bruk 303.
Rotvold 206.
Rovelien 64.
Roxensjö 296.
Røbæk 196.
Rødberg 196.
Rödesund 289.
Rødevæg 240.
Rödgafvels Grotta 294.
Rødhammer 207. 213.
Rødi 170.
Rødland 138.
Rødningen, Gaard 190.
Rødø 218.
Rødøløven 218.
Rødsæt 183. 185.
Rödsta 379.
Rødsund 213.
Rødvas-Elv 216.
Rødvenfjord 192.
Røen 148.
Røikenvik 26.
Røiknes 3.
Røise 127.
Röjnoret 385.
Røjshejm 67.
Røken 21.
Røkenæs 117.
Røkjeskaalvand 87.
Røldal 38.
Røldalsaaten 38.
Røldalsvand 114. 38.
Røndølsskar 189.
Røneid 157.
Rønne 426.
Rønstadhul 161.
Rör 374.
Røraas 95.
Rørhoptind 225.
Rørhusdal 177.
Rørhusnibba 177.
Rørnæstinder 234.
Røros 95.
Rørø 214.
Rørstad 181.
Rörstrand 346.

Rørvik 213. 163.
Rørvikfjeld 163.
Røsaa 215.
Røsaagren 215.
Røsnæs 219.
Røst 223.
Röstanga 275.
Røsvand 215.
Røsvik 226.
Röyttä 394.
Ruda 271.
Rudkjøbing 431.
Rueid 181.
Rugsund 166.
Rui 37.
Ruklenut 125.
Ruksisvaggegaissa 234.
Rullenut 127.
Rullestad 117.
Rulten 224.
Rundal 140.
Rundals-Elv 139.
Rundhorn 175.
Rundtom 59.
Rundvand 140.
Rundvashøgda 94.
Rungsted 422.
Runhällen 359.
Runnsjö 364. 368.
Runsa 348.
Ruokojärvi 394.
Rupsi Joki 220.
Rusaanæs 221.
Rus-Elv 36.
Ruskola 394.
Rusli-Sæter 65. 84.
Russa-Elv 65.
Russe Rundhø 65.
Rustegg 56.
Rusten (Gudbrandsdal) 88.
Rustenfjeld 88.
Rustfjeld 4.
Rustøen 169.
Rustøfjeld 169.
Rusvand 66.
Rusvasbod 66.
Ruten 230.
Ryd 266.
Rydboholm 277.
Rydsgård 282.
Ryefos 175.
Ryfylke 109.
Rygge (Smalenene) 93.
Ryghydna 172.
Rygnestad 5.
Ryhaugen 94.
Ryholm 289.
Ryomgaard 433.
Rydalshorn 165.
Rysfjæren 167.
Ryvardens-Fyr 116.
Ryvingen 107.

Saan 98.
Saathorn 175. 178.
Sadelegg 163.
Sadel-Fjeld 51.
Sadlen (Hammerfest) 237.
Saganæs 153.
Sage 146.
Sagfjord 227.
Saggatjaur 389.
Sagvande 227.
Saksa 70. 181.
Sala 365.
— Jækna 221.
Salangenfjord 229.
Salberg 207.
Salen, Lake 267.
Salmis 394.
Salsta 369.
Saltdal 216. 221.
Salten 218.
Salterø 182.
Saltfjord 220. 219.
Saltkjelnæs 150.
Saltoluokta 391.
Saltsjöbaden 342.
Saltsjön 340.
Saltskog 301.
Saltström 220.
Samlehovd 122.
Samlekolle 122.
Samnanger Fjord 141.
Samsø 428.
Sand (Sandsfjord) 112.
Sandbäck 267.
Sandbäckshult 271.
Sanddalsfjeld 163.
Sanddalsvand 165.
Sande (Drammen) 22.
— (Holmedal) 162.
— (Loenvand) 170.
Sandebugt 22.
Sandefjord 23. 7.
Sandeid 113.
Sandeidfjord 113.
Sand-Elv 76.
Sanden (Tinsjø) 29.
— (Hornindalsvand) 176.
Sandene 167. 165.
Sandenib 170.
Sander 97.
Sanderstølen 46.
Sandesund 99.
Sandfjeld 163.
Sandgrovskar 194.
Sandhamn 342.
Sandholmen 393.
Sandhorn 218.
Sandhoug 30.
Sandmoen 379.
Sandnæs (Oldenvand) 169.
— (Sætersdal) 4.
Sandnæsøen 215.

Sandnes 108.
Sandok 36.
Sandø (Nord-Horland) 145.
— (Stadt) 161.
Sandøla 208.
Sandön 383.
Sandsfjord 112.
Sandsfos 112.
Sandslån 334.
Sandstangen 97.
Sandstø 123.
Sandtorv 228.
Sandträsk 390.
Sandum 39.
Sandvand 198.
Sandven (Norheimsund) 121.
— (Sandvenvand) 125.
Sandvenvand 124.
Sandvig 197.
—, Gaard 221.
— (Bornholm) 427.
Sandviken (Angerman-Elf) 374. 383. 385.
— (Christiania) 20.
— (Gefle) 368.
Sandviksbjerget 213.
Sangerfjeld 40.
Sangesand 110.
Sanna 292.
Sannasund 383.
Sarpsborg 99.
Sarpsfos 99.
Sartorø 118.
Sarvfos 5.
Saskam 338.
Sattajärvi 394.
Saude 112.
Saudefjord 112.
Saudehorn 185.
Saue-Nut 125.
Sauer-Elv 29.
Saugø 101.
Sauland 31.
Saxaklep 121.
Saxvik 367.
Sæbø (Eidfjordsvand) 127.
— (Jørundfjord) 181.
Säby 434.
Sæd, Gaard 123.
Säfjaå 347.
Säfsjö 267.
Säfsjöström 269.
Säfstaholm 291.
Säfveå 289.
Sæheimsdal 154.
Sækken 188.
Sælbo 206.
— Fjord 54.
— Sjø 206
Sälöfjord 104.

Sæltun 52.
Särö 233.
Säter (Dalecarlia) 366.
Sæterfjeld 172.
Sætermoen 230.
Sætern i Røros 95.
Sæternæs 160.
Sæternebba 189.
Sætersdal 3.
Sætersdalens Sommer hjem 4.
Sæterstøen 97.
Sætnesfjeld 188.
Sætredal 179.
Sågmyra 368.
Sånga 334.
Schleswig 430.
Seeljesæterhorn 177.
Seffle 363.
— Canal 302.
Segeå 263.
Seglingsberg 359.
Segnethveit 130.
Seida 242.
Seiland 236.
Seim i Graven 141.
Sel 88.
Selanger 376.
Selaö 346.
Selbu-Sjø 206.
Selje 160.
Seljedal 146.
Seljeø 160.
Seljestad 115.
Seljestadjuvet 115.
Selsbæk 96.
Selseng 150.
Selsjö 379.
Selsli-Sæter 27.
Selsøvik 218.
Selsvand 88.
Selven 196.
Sem 23.
Sembla 360.
Semletind 190.
Semmelaa 62.
Semmelhol 62.
Semmeltind 62.
Semmen 46.
Senjehest 228.
Senjen 229.
Seskarö 394.
Setsaas 206.
Seutivarre 230.
Seven Sisters 215. 177.
Sexe 123.
Sickla 341.
Sigdestad 172.
Siggen 116.
Signildsberg 348.
Sigtuna 348.
Sikeå 385.
Sikfors 363.
Sikkilsdals-Sæter 94.
Sildefjord 119.
Sildegabet 160.
Silden 235.
Silfverhöjden 361.
Siljan, Lake 366.
Siljansnäs 367.
Siljord 31.
Siljordsvand 31.
Silkeborg 432.
Sillen, Lake 301.
Sillesund 104.
Simlenæs 151.
Simoa 25.
Simodal 127. 128. 129.
Simogalfos 78.
Simonstad 6.
Simonstorp 301.
Simrishamm 263.
Sinarp 276.
Sinderlien 46.
Singeløer 101.
Single Fjord 101.
Singsaas 96.
Sira 108.
Siradal 193.
Sirakirke 193.
Siredal 108.
Siredalsvand 108.
Situojaur 391.
Sivlefos 152.
Sjabatjakka Lake 391.
Sjangeli 228.
Sjaunjaluokta 391.
Sjaustaddal 181.
Själevad 379.
Sjärpenut 151.
Sjoa 61. 65. 84.
Sjoadal 65. 84.
Sjodalsvand 65. 84.
Sjortningsbræ 61.
Sjöändan 368.
Sjöbo 263.
Sjögränd 303.
Sjødøla 193.
Sjöholm 291.
Sjøholt 183.
Sjønstaa 220.
Sjørring 436.
Sjøstrand 149.
Sjötorp 288.
Sjøvik 183.
Sjusæt 121.
Sjutsåsen 379.
Skaabyggja 64.
Skaala 170. 192.
Skaalebræ 170.
Skaale-Sæter 152.
Skaalfjeld 170. 172.
Skaar 156.
Skaaranut 129.
Skaare (Fiksensund) 121.
— (Jørundfjord) 181.
Skaare (Nordfjord) 173.
Skaaren 73.
Skaaretinder 181.
Skaarø 233.
Skabersjö 262.
Skafse 5
Skagagjel 77.
Skagastølsbotn 79.
Skagastølsbræ 79.
Skagastølstinder 79.
Skage 208.
Skagen 435. 434.
Skagern-Sjö 290.
Skager-Rack 102. 434.
Skaggeflaa 178. 179.
Skaggeflaafos 178.
Skaggeflaangsstet 179.
Skagsnæb 77.
Skags Udde 384.
Skalfjeld 64.
Skalkajaur 388.
Skalsjø 207.
Skalstugan 207. 375.
Skamlingsbanken 430.
Skammedalshøidn 151.
Skammestein 55.
Skanderborg 432.
Skanör 263.
Skansen 360.
Skara 290.
Skard 115.
Skardalseggen 62.
Skardhø 85.
Skarfjeld 198.
Skarfven 348.
Skarnæs 97.
Skaro 43.
Skarperudstrømmen 35.
Skarpsno 16.
Skarsfjord 218.
Skarsfos 125.
Skars-Sæter 33.
Skarstenfjeld 167.
Skarstind 76.
Skarsvand 33.
Skatestrøm 160.
Skattkärr 303.
Skatval 207.
Skatvold 234.
Skauta 67. 72.
— Elv 63.
Skautefos 72.
Skautfly 67.
Skauthø 67.
Skavle Nut 112.
Skavlevægge 165.
Skavlikollen 229.
Skavskarnut 142.
Skällvik 296.
Skäralid 275.
Skæringsdal 173.
Skåre 303.
Skeaker 86. 90.

Skebäck 361.
Skeboqvarn 301.
Skei (Jølstervand) 164.
— (Lekø) 213.
Skeidkamp 83.
Skeidsnipa 148.
Skelderviken 276.
Skellefteå 385.
Skellefte-Elf 380.
Skeninge 298.
Skepparkroken 276.
Skepparslöf nedre 267.
Skeut 389.
Ski 98.
Skiaaker 86.
Skibotten 234.
Skien 24.
Skiens-Elv 24. 33.
Skifarb 262.
Skilbred 162.
Skilbredsvand 162.
Skillebæk 16.
Skillingaryd 276.
Skinegg 57.
Skinnebergs-Nut 119.
Skiriaxlen 190.
Skisæter 128.
Skive 436.
Skjæggedal 126.
Skjæggedalsfos 126.
Skjæggestad 83.
Skjælvik 124.
Skjærdal 167.
Skjærdalen 25.
Skjærgaard 6.
Skjæring 166.
Skjærjehavn 145.
Skjærsurden 182.
Skjærvø 234.
Skjeberg 100.
Skjeistrand 166.
Skjeldal, Gaard 122. 139.
Skjelnæs 119.
Skjerdal 152.
Skjern 433. 436.
Skjerpa 218.
Skjerping 40.
Skjerstad 220. 219.
Skjerstadfjord 220.
Skjervefos 141.
Skjervet 141.
Skjibergsfjeld 172.
Skjoldehavn 226.
Skjolden 156.
Skjoldfjeld 49.
Skjombotn 228.
Skjommenfjord 228.
Skjorta 164. 192.
Skjønne 32.
Skjønstuen 220.
Skjørdalen 207. 374.
Skjørnfjord 196.
Skjøtningberg 240.
Skoddalsfjeld 127.
Skodsborg 421.
Skodshorn 49.
Skofjärd 348.
Skogaby 266.
Skogadal 71.
Skogadalsbøen 75.
Skogadalsnaasi 75.
Skogadøla 71. 75.
Skogefos 190.
Skogn 207.
Skogsø 225.
Skogstad 50.
Skogstorp 361. 362.
Skokloster 348.
Skole 156.
Skollenborg 27.
Skollerud 46.
Skolten 188.
Skomvær 223.
Skoneviksfjord 117.
Skonningfos 101.
Skoppum 22.
Skopshorn 184.
Skordal 83.
Skorgedal 185.
Skorped 379.
Skorpen 119. 195.
Skorpø 160.
Skorvefjeld 31.
Skotgaarden 95.
Skotifos 113.
Skotselven 25.
Skotsfjord 227.
Skotstinder 224. 227.
Skotterud 97.
Skottorp 276.
Skougumsaas 8. 20.
Skovheim 31.
Sköfde 290.
Skøien 20.
Skön 378.
Skönvik 378.
Skøro 43.
Skræatna 160.
Skrædderdal 136.
Skredevand 164.
Skredvand 35.
Skreia i Toten 45.
Skreidfjeld 81.
Skrenak 182.
Skretind 199.
Skridulaupen 87. 174.
Skriken 149.
Skrikjofos 123.
Skrimsfjeld 27.
Skroven 224.
Skrutvold 54.
Skudesnæs 116.
Skudesnæshavn 116.
Skullerud 97.
Skultorp 290.
Skultuna 359.
Skurdal 43.
Skurusund 342.
Skurvenaase 156.
Skuteviken 121.
Skuthamn 335.
Skutskär 369.
Skutvik 227.
Skykjefos 129.
Skylstad 180.
Skylstadbrekken 180.
Skyrifjeld 50.
Slaakuvand 31.
Slätbaken 296.
Slågarp 262.
Slemdal 18.
Slemmestad 8.
Slesvik 430.
Sletdal 179.
Sletflykamp 86.
Slethavn 77.
Sletmarkpig 56. 59.
Slettafos 191.
Slettedal 112.
Slettefjeld 55. 154. 182.
Sletten 116.
Slidre, Østre & Vestre 49.
Slidreaas 49. 55.
Slidrefjord 48.
Slinde 149.
Sliparebacke 265.
Sliper 199.
Sliperhovd 199.
Slite 358.
Slogen 180.
Sylngsfjord 183.
Slyngstad 183.
Smaadal 63.
Smaadals-Sæter 63.
Smaaget, Defile 74.
Smalfjorden 240.
Smalaberg 77.
Småland 266.
Smålandsstenar 276.
Smeddal 51.
Smedjebacken 360.
Smedodden 35.
Smeds 387.
Smidstrupgaard 421.
Smögen 103.
Smølen 195.
Smørbottenfjeld 188.
Smørbringa 240.
Smørdalen 166.
Smørklep-Elv 36.
Smørklepfjeld 36.
Smørli-Sæter 63.
Smørskredtinder 180.
Smørstabben 234.
Smørstabbræ 70. 76.
Smørstabtinder 70.
Smytte-Sæter 40.
Snaasenheia 208.
Snaasenvand 207.

Snarum 39.
Snarums-Elv 25. 39.
Snasahögarne 375.
Snauedal 148.
Snaufjeld 183.
Snärak 389.
Snefjeld 225.
Snehætta 91.
Snekkersten 421.
Snenipa 165.
Snerle 85.
Snilsthveit 119.
Snushorn 182.
Sofiero 274.
Soget 155.
Sogge 183. 190.
— Sæter 183.
Sogndal (Jæderen) 108.
— (Sognefjord) 150.
Sogndalsfjord 149.
Sogndalsvand 150.
Sognefest 145.
Sognefjeld 70. 77.
Sognefjord 144.
Sokna 92. 96.
Soknedal 92.
Solbjørg 121.
Solbjørgenut 151.
Solbraakampen 83.
Solfjeld 119.
Solheimsviken 137.
Solhejmsheia 162.
Sollefteå 379. 384.
Sollentunaholm 347.
Sollerö 367.
Solliden 83.
Sollien 94.
Solligaarden 94.
Sollihøgda 20.
Solnut 123.
Solovom 213.
Soløen 219.
Solsivand 130.
Solsnæs 150.
Solstrand 124. 138.
Solvaagfjeld 217.
Solvorn 155.
Sommen 297.
Sorgenfri 422.
Sorkevand 32.
Sorø 429.
Sortland 226.
Sota-Sæter 86. 78. 156.
Sotefjord 103.
Sotenäs 103.
Søtenut 142.
Sotkjærn 87. 156.
Sottern, Lake 290
Sound, the 398. 424.
Soberg 96.
Söderås 275.
Söderbärke 359. 360.
Söderfors 369.
Söderhamn 381.
Söderköping 296.
Södermanland 301.
Södertelge 301.
— Canal 297. 302.
Södra Barken 360.
— Qvarken 381.
Söfdeborg 263.
Søholt 183.
Søkkelvsfjord 184.
Søknesand 149. 164.
Søknesandsnipa 149. 161.
Søknesandsskar 149. 163.
Sølvbjergfjeld 167.
Sölvesborg 267.
Sølvkallen 181.
Sømnæs 214.
Søndenaa-Fos 112.
Søndenfjeldske Norge 90. 107.
Sønderviken 95.
Søndfjord 159
Sønd-Horland 116.
Søndmøre 179.
Søndre Aurdal 47.
— Birkedal 166.
— Flesberg 32.
— Fron 83.
— Tveraa 65.
Sønlandsvand 31.
Sønnerhejm 44.
Sörå 283.
Sörby 271. 290.
Sørfjord (Hardanger) 122. 138.
— (Ranenfjord) 215.
— (Ulfsfjord) 233.
Sørfolden 226.
Sørheimsfjeld 156.
Sørkedals-Elv 20.
Sørkjevand 32.
Sørnesje 191.
Sørø 236. 237.
Sörqvarn 360.
Sørum (Gudbrandsdal) 85.
— (Valders) 47.
Sørumsanden 97.
Sørviksund 213.
Sösdala 266.
Søstrene 110. 190.
Søtorp 83.
Søvde (Fortunda!) 78.
— (Søndmøre) 112.
Søvdefjord 185.
Søveien 229.
Søvik (Alsten) 215.
Spaadomsnut 31.
Spanfjeld 208.
Spannarp 272.
Sparbuen 207.
Sparreholm 301.
Spånga 358.
Spångenäs 271.
Sperle 157.
Sperlingsholm 276.
Spillum 207.
Spirillen, Lake 46.
Spirte-Njarga 239.
Spiterstulen 63. 67.
Spitzbergen 257.
Spjosodden 35.
Spørtegbræ 157. 158.
Sprangdal 87.
Sprängsviken 383.
Sputrefos 49.
Spydeberg 100.
Sta 175.
Staalberg 181.
Staalet 160.
Staavand 37.
Stabben 195.
Stabbensfyr 159.
Staberg 67.
Stackmora 368.
Stadsbygden 196.
Stadtland 160.
Staffanstorp 263.
Stafsinge 277.
Stafsnut 38.
Stafsund 319.
Stai 93.
Stalheim 143.
Stalheimsfos 152.
Stalheimsklev 143. 152.
Stalheimsnut 143.
Stalltjärnstugan 375.
Stamnæs 215.
Stamsele 379.
Stamsund 224.
Stana 124.
Standal 185. 181.
Standalseid 185.
Standalshorn 181.
Stange 81.
Stangenæs 103.
Stangenæsfjeld 240.
Stangenestind 240.
Stangfjord 159.
Stanghelle 138.
Stanglandsfjeld 145.
Stangstuen 81.
Stangvik 200.
Stansholmen 82.
Stappene 238.
Stardal 164.
Starheim 166.
Stathelle 24.
Stavanger 108.
Stavangerfjord 110.
Staven, Fjeld 180.
—, Hill 38.
Stavfjord (Førdefjord) 159.
Stavilla 92.
Stavnæs 159.

Stavreviken 378.
Stäkeholm 300.
Stäkesö 358.
Stäket 342. 347.
Ställberg 361.
Ställdalen 360. 363.
Stånga 358.
Stångå, the 298. 299.
Stångebro 298.
Stångenäs 103.
Stedfjord 227.
Stedje, Gaard 159.
Stedtind 227.
Steen 25.
Stegafjeld 73. 182.
Steganaase 152.
Stegane 183.
Stege 432.
Stegeborg 296.
Stegeholtbræ 159.
Stegen (Engelø) 227.
Stegesætre 152.
Stegfjord 217.
Stegolsvand 177.
Stehag 265.
Stehøtind 76.
Steie 150.
Steilene 8.
Steinbergdal 43.
Steindal 87.
Steindals-Elv 72.
Steinsdal 121. 141.
Stemme 195.
Stemshesten 195.
Sten 189.
Stende 48.
Stene (Aurland) 44.
Stenegbræ 78.
Stenfjäll 376.
Stenhammar 301.
Steninge 277.
Stenkjær 207.
Stennæs 180.
Stensætfjeld 162.
Stensrud 81.
Stenstorp 290.
Stenstø 121.
Stensvig 197.
Stenvaag 161.
Stenviken 93.
Stenviksholm 207.
Stigtomta 362.
Stiklestad 207.
Stilvasaa 216.
Stjærnerø 111.
Stjernholm 362.
Stjernorp 296.
Stjernø 236.
Stjernsund 235.
Stjørdalen 207.
Stjørdalsfjord 206.
Stocke, Gaard 373.

Stockholm 304.
Academy of Arts 317.
— of Science 317.
Adolf-Fredriks-Torg 332.
Albano 340.
Allmänna Gränd 337.
Arfprinsens Palais 315.
Armoury 333.
Artilleri-Gård 316.
Banks 307.
Baths 307.
Bältespännare 330.
Bellman's Grave 317.
— Oak 337.
Berzelii Park 316.
Biological Museum 337.
Birger-Jarls-Gatan 316.
Blasieholmen 319.
Bredablick 338.
Brunkebergsås 318.
Brunkebergs-Torg 316.
Brunnsviken 341.
Cemetery 340.
Churches:
Adolf-Fredriks 318.
English 308. 317.
Hedvig Eleonora 316.
Jakobs 315.
Johannes 318.
Karl-Johans 331.
Katarina 332.
Klara 317.
Maria 332.
Riddarholms 313.
Sofia-Kirka 332.
Solna-Kyrka 340.
Storkyrka 312.
Tyska Kyrka 312.
Ulrika-Eleonora 332.
Citadel 331.
Conradsberg Asylum 332.
Court of Appeal 313.
Dalarö 342.
Djurgården 332.
Djursholm 341.
Drottning-Gatan 317.
Drottningholm 343.
Electric Works 316.
Environs 340.
Exchange 312.
Freds-Gatan 317.
Frisens-Park 339.
Geolog. Museum 317.
Governor's House 312.
Gripsholm 344.
Gustaf-Adolfs-Torg 315.
Gustafsberg 342.
Gymnastic Instit. 316.
Haga 340.
Handtverkare-Gatan 332.

Stockholm:
Hasselbacken 337.
Helgeandsholm 309.
Hospitals 332.
Humlegård 318.
Idrotts-Park 319.
Kanonier-Kasern 331.
Karlberg 347.
Karl den Tolftes Torg 315.
Karolinska Institut 332.
Kastellholmen 331.
Katarina-Hissen 331.
Konstförening 316.
Kornhamns-Torg 312.
Kött-Torg 313.
Kungsholmen 332.
Kungsträdgård 315.
Ladugårdslandsvikken 316.
Långholm 343.
Library, Royal 318.
Lifrust-Kammare 333.
Lunatic Asylum 332.
Manilla 339.
Maria-Hissen 332.
Marieberg 343.
Mariefred 344.
Mälaren, Lake 309. 340.
Mälar-Torg 312.
Mint 332.
Monuments:
Bellman 339.
Berzelius 316.
Birger Jarl 313.
Charles XII. 315.
— XIII. 315.
— XIV. John 331.
Ericsson, John 316.
—, Nils 317.
Gustavus Vasa 313.
— Adolphus 315.
— III. 311.
Linnæus 319.
Oxenstjerna 313.
Scheele 319.
Mosebacken 332.
Mosebacke-Torg 332.
Munkbro 313.
National Museum 319.
Antiquities 320.
Ceramic Coll. 322.
Drawings 326.
Engravings 326.
Furniture and House Decoration 323.
Historical Museum 320.
Natural History Collections 318.
Picture Gallery 324.
Sculptures 322.

Stockholm:
Naval School 331.
Nobel Institute 317.
Norrbro 309.
Norrtull 340.
Northern Museum 333.
Novilla 337.
Nybroviken 316.
Nynäshamn 342.
Observatory 318.
Östermalm 316.
Palace, Royal 310.
— Hill 311.
Panoptikon 303.
Parkudden 339.
Petersenska Hus 312.
Post Office 307. 317.
Railway Station 304. 317.
Rådhus 313.
Regerings-Gatan 315.
Riddarholmen 313.
Riddarhus 313.
— Torg 313.
Riks-Arkiv 325.
Riksbank 310.
Riks Bibliotek 318.
Riksdagshus 310.
Rosendal 339.
Saltsjöbaden 342.
Serafimer-Lazaret 332.
Sjökrigsskola 331.
Skansen 338.
Skating Club 331.
Skeppsholmen 331.
Slottsbacken 331.
Slussen 331.
Södermalm 331.
Söder-Mälar-Strand 331.
Söderström 331.
Staden 309.
Stadsgård 331.
Stallmästaregården 340.
Steamboats 304. 307.
Stora Ny-Gatan 312.
Stor-Torg 312.
Strandväg 316.
Ström-Gatan 317.
Strömparterre 309.
Strömsborg 314.
Sture-Gatan 316.
Technical School 318.
Telegraph Office 307.
Telephone Tower 316.
Theatres 307. 315. 316. 332. 337.
Tourists' Union 307.
Town Hall 313.
Tramways 305.
Trädgårds-Förening 339.
Ulriksdal 341.
Stockholm:
University 317.
Valhalla-Väg 319.
Vasabro 313.
Vasastaden 318.
Vaxholm 343.
Värtahamnen 341.
Stocksund 341.
Stokke (Sandefjord) 23.
Stokkevand 142.
Stokmarknæs 226.
Stokø 212.
Stoksund 212.
Stonganæs 117.
Stora Djulö 291.
— Essingen 343.
— Lee 102.
— Lule Träsk 391.
— Sjöfallet 391.
— Sundby 361.
— Tuna 366.
Storå 360. 277.
Storbacken 387.
Stordal 183. 159.
Stordalen 392.
Stordalsnæs 183.
Stordalsvik 183.
Stordø 116.
Store Aa 111.
— Aadal 61.
Storebjørn 70.
Storebrættind 77.
Storebrufos 47.
Store Cecilienkrona 169.
— Finkirke 240.
Storefond 37.
Store Graanaase 153.
— Grovbræ 69.
— Hest 162.
— Hinden 84.
— Juvbræ 69.
— Lid-Vand 112.
Stor-Elv 26. 112. 155.
Store-Melkedalsvand 71.
— Molla 225.
— Nordmandsslæbet 33.
— Nup 33.
— Sikkilsdalsvand 64.
— Soknefos 52.
— Standal 181. 185.
— Sundfos 172.
Storfale 198.
Storfjeld 221.
Storfjeld-Sæter 94.
Storfjord (Lyngenfjord) 235. 183.
— (Velfjord) 214.
Storfond 72.
Storfors 368.
Storfos (Marok) 176. 178.
— (Tana-Elv) 236.
— (Syd-Varanger) 243.
Stor Fosen 212. 197.
Storfoshei 216.
Storgalden 57.
Storglanebba 192.
Stor Halleren 76.
Storhaug 147.
Storhætten 191.
Storhest 189.
Storholm 389.
Storhorn 177. 181. 185.
Storhougfjeld 150.
Storhougs Vidde 156.
Storhøi 89.
Storjord 216.
Storlien 206. 376.
Stormdalshei 216.
Stornaase 159.
Storsæter 89. 159. 179.
Storsæterfos 179.
Storsjö (Gefle) 368.
— (Jemtland) 300. 372.
Storskaal 233.
Storskarv 95.
Storstensfjeld 22.
Storstennæs (Balsfjord) 230.
— (Tromsdal) 231. 233.
Stor-Sund (Hardanger) 119.
Storsund(Norrbotten)380.
Storsveen 47.
Storsylen 376.
Stortind 215.
Stortoppen 221.
Stortungen 189.
Storvaagen 224.
Storvand 237.
Storvik (Sweden) 368. 370.
— (Vaagevand) 85.
Stor-Vreta 369.
Stöde 375.
Stödesjö 376.
Stødt 218.
Stødtfyr 218.
Støen (Christiansand) 7.
— i Kvikne 92.
Stølen 148.
Stølsmaradalstind 79.
Stølsnaastind 74.
Stølsnøsi 50.
Stønjumsfos 52.
Støren 92. 96.
Størlaugpig 167.
Stöviken 379.
Straabøkollen 113.
Strand (Oldenvand) 169.
— (Stavanger) 111.
— (Strandefjord) 48.
— i Vraadal 35.
Strande (Fanefjord) 196.
Strandebarm 121.
Strandedal 183.
Strandefjord (Aurdal) 46.

Strandefjord (Hallingdal) 40.
— (Vang) 50.
Stranden 183.
Strandheia 189.
Strandsfos 125.
Strandtind 226.
Stray 3.
Stråken 384.
Strængen 34.
Stråken, Lake 293.
Strålsnäs 298.
Strångsjö 301.
Strengnäs 346.
Strib 429.
Striberg 303.
Strindenfjord 206.
Strondafjeld 158.
Strøen, Lake 40.
Strøm (Skjerstadfjord) 220.
Ström (Sweden) 379.
Strømhylla 207.
Strømmegjærdet 184.
Strømmen (Hammerfest) 236.
— (Lillestrømmen) 80.
Strømø 219.
Strömsbro 370.
Strømshavn 166.
Strömsholm 360.
— Canal 360.
Strømshorn 184.
Strömsnäs (Indal) 361. 378.
Strömsnäsbruk 275.
Strømsnes 393.
Strømsø 21.
Strömstad 103.
Strömsund 379. 393.
Strömsvatn 103.
Strömtorp 303.
Struer 436.
Strynsdal 171. 167.
Stryns-Elv 171.
Strynskaupe 172.
Strynsvand 172.
Stueflaaten 191. 90.
Stuen (Ørkedal) 92.
Stugsund 381.
Stugubyn 378.
Stugungøse 50.
Sturefors 271.
Sturehof, Château 344.
Stygfjeld 94.
Styggebræ 63.
Styggedalsbotn 72. 79.
Styggedalsbræ 72. 79.
Styggedals-Elv 72.
Styggedalsnaasi 72.
Styggedalstind 72.
Styggefondfos 190.
Styggehø 62.
Styrnäs 384.
Sukkertop (Havø) 238.
Sulafjeld 213.
Suldalen 113.
Suldalsosen 113.
Suldalsporten 113.
Suldalsvand 113.
Sulefjord 185.
Sulen-Øer 145.
Suletind 51.
Sulhejm, Gaard 67.
Sulhejms-Sæter 67.
Sulitelma 221.
Sulø 161. 184. 185.
Sulstuen 207. 374.
Sund (Lofoten) 223.
Sundal (Maurangerfjord) 119.
— (Nordfjord) 87.
— (Nordmøre) 198.
Sundalen 172.
Sundals-Elv 177.
Sundalsfjord 197. 200.
Sundalsøren 198.
Sundals-Sæters 172. 87.
Sundalsvand 43.
Sundby 221.
Sundbyberg 358.
Sunde (Hardanger) 117.
— (Oldenvand) 158. 169.
Sundebræ 158. 169.
Sunderby 381.
Sundet 374.
Sundhellerfjeld 43.
Sundkile 34.
Sundli 230.
Sundstrøm 220. 223.
Sundsvall 382.
Sundvolden 20.
Sunelvsfjord 177. 182.
Sunna 268.
Sunnan 207.
Sunnanå 102.
Sunne 303.
Suoppanjarga 236.
Suphellebræ 148.
Suphelledal 148.
Suphelle Gaard 148.
Surahammer 360.
Surendal 200.
Surendalsøren 200.
Surte 283.
Suseå 277.
Svaagen 115.
Svaahø 86.
Svaldalsbræ 78.
Svalöf 272.
Svanå 359.
Svandal 112.
Svandalsflaaene 38.
Svanön 383.
Svarstad 176.
Svartå 304.
Svartå, the 297. 359. 360.
Svartberg 375.
Svartbytdal 87.
Svartdal 56.
Svartdalsaxle 56.
Svartdalsglup 56.
Svartdalspig 56.
Svartdøla 56.
Svartegjelfos 52.
Svartenut 125.
Svartevand 189.
Svartevandstind 167.
Svarthovd 199.
Svartisen 217.
Svartla 387.
Svartösund 393.
Svartsö 347.
Svartsundtind 225.
Svartvikfjeld 47.
Svarvarnut 5.
Sværefjord 147.
Sværen, Gaard 147.
Sværholtklubben 239.
Sværskard 147.
Svedala 262.
Sveen (Dalsfjord) 162
— (Lillehammer) 81.
Sveg 368.
Sveien 37.
Sveljenaasi 68.
Svendborg 430.
Sveningdal 213.
Svennæs 48.
Svennevad 301.
Svennørfyr 7.
Svensbro 290.
Svenshøi 77.
Svenskenipa 164.
Svenskenvand 48.
Sviddal 163.
Svine (Lofoten) 224.
Svinesund 101.
Svingaardsbotten 43.
Svinta 33.
Svolvær 224.
Svonaa 91.
Svorkmo 200.
Sydkrogø 212.
Syd-Varanger 242.
Sylarne 376.
Sylte 182. 188.
Syltefjord 240.
Syltevik 178.
Syltormen 182.
Sylvarnæs 146.
Synshorn 66
Synsnib 169.
Synstaalkirke 87.
Syrdalsfjeld 132.
Systveit 4.
Syvajärvi 244.
Syv Søstre 215. 177.

Taarnfjeld 198.
Taasinge 431.
Taberg 292.
Tafjord 183.
Talgø 111.
Tallåsen 371.
Talvik 235.
Tana 242.
Tana-Elv 236. 242.
Tanafjord 240.
Tanahorn 240.
Tananæs 242.
Tande 82.
Tangen 21. 22. 81.
Tanto 302.
Tanum 20. 103.
Tarjebudal 38.
Tarrejock 389.
Tarv-Øer 212.
Täng 373.
Tännfors 375.
Tännsjö 375.
Tågarp 272.
Tången 103.
Teckomatorp 272.
Tefsjö 371.
Teigen 157. 206.
Tejdal 146.
Telemarken 114.
Tenhult 291.
Terningmoen 93.
Terø 117.
Tesse-Elv 85.
Tessevand 85.
Tevlan 376.
Thamshavn 200.
Thisted 435.
Thjøtø 215.
Thordal 87.
Thorfinnvand 122.
Thornæs 114.
Thorshälla 362.
Thorskors 268.
Thorsnut 121. 123.
Thorsö 288.
Thorstadnakken 150.
Thorstrand 23.
Thorvik 192.
Thosbotn 213.
Thosdal, Gaard 213.
Thosenfjord 213.
Thoten 81.
Threnen 217.
Throndenæs 228.
Throndhjem, see Trondhjem.
Thveitafos 123.
Thveitnut 124.
Tiåkersjö 102.
Tibbleberg 366.
Tidaholm 290.
Tidan 290.
Tidingdal 214.
Tierp 369.
Tillberga 359.
Tilterejd 192.
Tilthorn 227.
Time 108.
Tindefjeldsbræ 172.
Tin-Elv 28.
Tinfos 28.
Tingstäde 358.
Tingvallaö 303.
Tinoset 29.
Tinsjø 29.
Tistedalen 101.
Tistedals-Elv 100. 101.
Tiveden 290.
Tjællø 228.
Tjællsund 228.
Tjærnhol 66.
Tjåmotes 389.
Tjelde 192.
Tjernagel 116.
Tjolöholm 277.
Tjongsfjord 218.
Tjose 23.
Tjølling 23.
Tjømø 7.
Tjøtta 215.
Tjugedal 170.
Tjugum 147.
Tjukningssuen 61. 66.
Tjust 300.
Todalsøren 200.
Toftahougstøle 150.
Toftemoen 89.
Tokagjelet 141.
Toke-Elv 31. 35.
Tokevand 7.
Tokheim 120. 124.
Tokheimsnut 120. 124.
Toldaa 216.
Toldaadal, Nedre & Øvre 216.
Tolfstad 85.
Tolgen 95.
Tollarp 267.
Tolleifsrud 47.
Tom 277.
Tombø 217.
Tomelilla 263.
Tomleberg 286.
Tomlevolden 45.
Tommasgaard 176.
Tomter 100.
Tomteboda 347.
Tomtnipa 379.
Tongjem 193.
Toning 167.
Tonsaas 45.
Topdalsfjord 3.
Torahella Sæter 121.
Torbæk 421.
Torbuvand 198.
Torenæs-Sæter 147.
Torenut 121.
Torgauten 7. 101.
Torgen 214.
Torghatten 214.
Torneå 394.
Torne-Elf 394.
Torneträsk 392.
Torpa 277.
Torpe 40.
Torpshammar 376.
Torpsjö 376.
Torsåker 370. 384.
Torsås 269.
Torsby 303.
Torsøkilen 98.
Torup 262. 276.
Torvig 197.
Torvløisa 182.
Tosterö 346.
Totakvand 30.
Toten 147.
Totthummeln 375.
Tou 111.
Töfva 376.
Tøien 44.
Tømmernæs 227.
Tønjum 52. 152.
Tønna 94.
Tønnen 92.
Tønsæt 94.
Tønsberg 22.
Tønsbergs Tønde 7.
Töre 393.
Töreboda 289. 290.
Tørvik-Nut 121.
Tösse(Aadlandsfjord)141.
Tösse (Dalsland) 363.
Traae 140.
Tramyr 208.
Tranås 297.
Tranekjær 431.
Trangø i Hammer 227.
Trædal 145. 198.
Trælø 117.
Trænen 217.
Trångfors 360. 380.
Trångsviken 373.
Trehörningsjö 379.
Trekanten 269.
Trekärn 367.
Trelleborg 262.
Trengereid 138.
Tresfjord 186. 187.
Tresnut 129.
Tre Søstre 181.
Tretten 83.
Trodalseg 147.
Troldfjord 225.
Troldgjøl 182.
Troldhaugen 138.
Troldheimen 200.
Troldkirke 187.
Troldstole 188.

Troldtinder 225. 226. 190.
Troldvand 225. 149.
Trollabrug 205.
Trollhättan 284.
Trollvand 233.
Tromø 6.
Tromøsund 6.
Tromsdal 231.
Tromsdalstind 232.
Tromsnæs 83.
Tromsø 220.
Tromsøsund 230.
Trondhjem 200.
— Fjord 195.
Trondhjemsleden 195.
Tronfjeld 94.
Tronhusfjeld 47.
Tronstad 177.
Trosa 297.
Trøene 190.
Trøndelagen 201.
Trönninge 276.
Trustrup 433.
Tryggestad 177.
Tryggestadnakken 179.
Tryvandshøide 19.
Tuddal 31.
Tuefjord 238.
Tufte-Elv 38.
Tullgarn 297.
Tumba 302.
Tumleberg 283.
Tuna 376.
Tundal 150.
Tundredal 86.
Tundredalskirke 78. 87. 156.
Tundredals Sæter 78.
Tungen 39.
Tungenæs 108.
Tungepigge 60.
Tungesæter 155. 191.
Tunghoug 76.
Tunsbergdalsbræ 157.
Tunsbergdals-Elv 157.
Tunvald 162.
Tunvaldfjeld 162.
Turtegrø 78.
Tussefos 180. 181.
Tussenut 181.
Tussevand 179.
Tusten 187.
Tusterø 195.
Tustervand 215.
Tusvik 184.
Tuterø 205.
Tværaadal 87. 156.
Tvärålund 380.
Tværbræ 158.
Tværdal 78.
Tværfjeld 86.
Tvåker 277.
Tvedestrand 6.
Tveit i Aardal 111.
— (Simodal) 129.
Tveite Kviting 121.
Tveraa, Nordre & Søndre 66. 217.
Tverabøfos 175.
Tverbræ 68.
Tverfjelde 187.
Tvervik 219.
Tvinde 142.
Tvindefos 142.
Tvindehougen 57.
Tydal 206.
Tyfte 198.
Tyin, Lake 57. 75.
Tyinholmen 57.
Tynnelsö 346.
Tyrifjord 20. 25.
Tysdalsvand 111.
Tysfjord 227.
Tysnæsø 116. 117.
Tyssaa 130. 142.
Tyssedal 124.
Tyssedals-Nut 124.
Tyssestrenge 126.
Tystigbræ 174.
Tytlandsvik 111.
Tyven 237.
Tyvold 95.

Uberg 6.
Uddeholm 303.
Uddevalla 104.
Uddnäs 360.
Uglehaug 193.
Ula 88.
Uladal 62.
Uladalsband 62.
Uladalstinder 62.
Ulefos 33.
Ulevaavand 38.
Ulevasbotten 43.
Ulevasnut 43.
Ulfsfjord 233.
Ulfstind 233.
Ullånger 384.
Ullenhaug 110.
Ullensvang 123.
Ullvettern-Sjö 368.
Ulnæs 48.
Ulricehamn 277.
Ulriken 132. 137.
Ulriksdal 341.
Ulstenkloster 116.
Ultuna 349.
Ulvaa 191.
Ulvedalsvand 191.
Ulvenvand 138.
Ulvestad 147.
Ulvesund 160.
Ulvik 130.
Ulvikfjord 129.
Umbugten 217.
Umeå 385.
Ume-Elf 379. 385.
Undals-Elv 107.
Underdal 152.
Undersåker 374.
Unheim 189.
Upphärad 284.
Upsala 349.
—, Gamla 353.
Urabjerg 75.
Uradal 74. 75.
Uradalsmulen 75.
Uradøla 75.
Uranaasbræ 59.
Uranaase 59.
Uranaastind 59.
Urdviken 4.
Ure 224.
Urke 181.
Urkedal 181.
Urnæs 155.
Ursviken 385.
Urunda-Elv 43.
Uskedal 119.
Ustadal 40.
Ustavand 40.
Utanede 377. 378.
Utfjord 167.
Utigaard 194.
Utigardsfos 171.
Utla 72. 73.
Utladal 74. 75.
—, Vetle 76.
Utmeland 367.
Utne 122.
Utnefjord 122.
Utö 342.
Utrovand 50.
Uttersberg 360.
Utti 94.
Utviken 167. 165.

Vaae 29.
Vaage (Suldalsvand) 113.
— (Tysnæsø) 117.
— (Vaagevand) 85.
Vaagekalle 224.
Vaagen (Lofoten) 224.
Vaagestrand 188.
Vaagevand (Gudbrandsdal) 85.
— (Nordland) 219.
Vaagsfjord (Vesteraalen) 228.
Vaagsli Hotel 37.
Vaagsø 160.
Vaalandshaug 110.
Vaalefos 169.
Vaatedal 164.
Vaberg 289.
Vackmyra 368.
Vadheim 145. 161.

Vadheimsdal 161.
Vadheimsfjord 145.
Vadsbo 290.
Vadsbro 362.
Vadsø (Finmarken) 241.
— (Stavanger) 111.
Vadstena 294.
Vafos 37.
Vagastind 233.
Vageboden 61.
Vagge 240.
Vaggeryd 275. 276.
Vagsvik 183.
Vaikijaur 388.
Vaksala 347.
Valbo 368.
Valdal 182.
Valde 111.
Valdemaren, Lake 301.
Valderø 161.
Valders 44.
Valdersfly 66.
Valdershorn 47.
Valdersund 212.
Valegas-Javre 243.
Valla 301.
Vallagjerdet-Sæter 156.
Vallavik 127.
Vallbo 374.
Vallentuna 353.
Vallispiken 389.
Vallø 8.
Vallsta 371.
Valskog 360.
Vamdrup 430.
Vammeln, Lake 301.
Vanås 267.
Vanddal 158.
Vanelven 160.
Vanelvsfjord 160.
Vanelvsgabet 161.
Vang 49.
Vangsen 158.
Vangsmjøsen 49.
Vangsnæs (Sognefjord) 146.
Vangsvand 122. 139.
Vannø 233.
Vansbro 359.
Vara 286.
Varaldsø 119.
Varberg (Eidfjord) 127.
— (Sweden) 277.
Vardefjeld 241.
Vardekolle 21.
Vardesjø 91.
Vardetop 221.
Vardkassen 283.
Vardø 240.
Vardøhus 241.
Varhol 187.
Varholmens-Sund 104.
Varnhem 290.
Varnumsvik 303.
Varpen-Sjö 371.
Vartdal 185.
Vartofta 292.
Varvek Hut 389.
Vasarajärvi 390.
Vasbotnfjeld 121.
Vasbygd 152.
Vasbygdvand 44.
Vasdalseggen 37.
Vasdals-Elv 38.
Vasenden (Loenvand) 170.
Vasendenfos 126.
Vasfjæren 129. 130.
Vashoved 230.
Vassbakken 289.
Vassbotten 286.
Vasselhyttan 360.
Vassijanr 393. 228.
Vass-Sæter 32.
Vasvendingen 174.
Vatlestrøm 117.
Vatnahalsen 140. 152.
Vatnajökull 247.
Vatne 185.
Vatne-Vand 185.
Vatshus 113.
Vatsvenddal 174.
Vatsvendegg 174.
Vattenbygden 220.
Vattholma 369.
Vattjom 376.
Vaxdal 138.
Vaxholm 343.
Väderöar 103.
Væfos 125.
Väfversunda 294.
Vægen 214.
Væglikirke 32.
Vännäs 379.
Værdalen 207.
Værholm 145.
Værmofos 190.
Værø (Lofoten) 223.
— (Søndfjord) 159.
Västanbäck 379.
Veberöd 263.
Veblungsnæs 188.
Veda 383.
Vedbæk 421.
Vedevåg 360.
Vednisfjeld 49.
Vefsenfjord 214. 215.
Vefungen, Lake 360.
Vegeholm 276.
Vegge 113.
Vegsund 185.
Veile 432.
Veilefjord 432.
Veinge 276.
Veirhalden 185.
Veisten 82.
Veitestrandsskar 148.
Veitestrandsvand 155.
Velanda 284.
Veldre 82.
Velfjord 214.
Velledal 184.
Vellesæterhorn 184.
Vemelsvik 166.
Vendel 369.
Vendelsö Fjord 277.
Venern, Lake 102. 286.
Venersborg 286.
Venge 190.
Vengedal 190.
Vengetinder 190.
Vennesla 3.
Vennesund 214.
Venø 436.
Venset 220.
Veodal 66. 85.
Veo-Elv 66. 84.
Vegø 191.
Verafos 142.
Vermelen-Sjö 303.
Vermland 322.
Vermlandsbro 363.
Vernamo 275. 276.
Veslea 49.
Vesle Aadal 56. 59.
— Bygdal 172.
Veslefjeld 65.
Veslehorn 42.
Vesleøla 43.
Vessman, Lake 364.
Vestad 188.
Vestanfors 360.
Vestby 98.
Vestenfjeldske Norge 107.
Vesteraalen Islands 225.
Vesteraasbræ 179.
Vesteraasdal 176. 179.
Vesterås 359.
Vesterbottenslän 379. 385.
Vesternorrlands Län 382.
Vesterqvarn 360.
Vestervik 271. 300.
Vestfjord 222.
— Dal 29.
Vestfossen 27.
Vestgärde 368.
Vestnæs 187.
Vestra Qvarken 385.
Vestre Slidre 49.
Vestvaagø 224.
Vestvær 224.
Veta-Aas 52.
Vetanaase 153.
Vetledalen 78.
Vetlefjord 147.
Vetlefjordsbræ 147.
Vetlenibben 158.
Vetlevand 126.
Vettern, Lake 293. 291.

Vettersborg 295.
Vetti, Gaard 73.
Vettisfos 74.
Vettisgalder 74.
Vettisgjel 73.
Vettismorka-Sæter 74.
Veum 5.
Vexiö 268.
Vexnansjö 371.
Viavande 174.
Viborg 436.
Viddal 181.
Videdal 172. 173.
Videsæter 173.
Vidöstern 275.
Vie 208.
Viefjeld 163.
Vifstavarf 378.
Vigdal 156.
Vigdals-Sæter 156.
Vigdøla 157.
Vigeland 3.
Vighals 197.
Vigten 213.
Vik i Eidfjord 127.
— (Helgeland) 214.
— (Langø) 225.
— i Nisserdal 35.
— (Sætersdal) 112.
— (Sognefjord) 146.
— (Suldalsvand) 113.
— (Viksvand) 162.
Vikarbyn 368.
Vikebugt 123. 188.
Vikedal 113. 154.
Viken (Eikisdal) 193.
— (Merakerbane) 206.
— (Tresfjord) 186.
— i Valle 5.
—, Lake 289.
Viker 47.
Vikersvik 303.
Vikesakisen 193.
Vikesund 25.
Vikevik 117.
Vikholmen 217.
Vikingnæs 121.
Vikmanshyttan 366.
Vikør 121.
Viksdal 147.
Viksøren 146.
Viksvand 162.
Villand, Gaard 43.
Vilure 123.
Vimmerby 271.
Vinæs 122.
Vindaashorn 175.
Vindalsbugt 23.
Vindalskinn 199.
Vindaxlen 127.
Vindedal 153.
Vindedals-Sæter 153.
Vinde-Elv 55.
Vindefjord 113.
Vindeggen 31.
Vindeln 380.
Vindhelle 52.
Vindøla 199.
Vindreg 147.
Vingåker 290.
Vinger 97.
Vingérsø 97.
Vingnæs 81.
Vinje (Slyngsfjord) 183.
— (Vinjevand) 32.
— i Vossestranden 143.
Vinjefosser 198.
Vinjevand 31.
Vinsnes 49.
Vinstra 83. 55. 64.
Vintjern 371.
Vinstra, the 91.
Vintertun 117.
Viren 291.
Virsbo 359.
Virumdal 198.
Visa 62.
Visby 355.
Visdal 62. 76.
Visdals-Sætre 63.
Visingsborg 293.
Visingsö 293.
Viskafors 277.
Viskan 376.
Vislanda 266.
Vismen, Lake 303.
Visnæs 168.
Vistad 64.
Vistakulle 292.
Vistdal 192.
Vistdalsfjelde 192.
Vittingfos 22.
Viverlid 126.
Vold 188.
Voldbo 54.
Voldedal 152.
Volden (Gudbrandsdal) 85.
— (Vestre Slidre) 49.
— (Voldenfjord) 185.
Voldenfjord 185.
Voldsæter 177.
Vombsjö 263.
Vora 164.
Vordingborg 429.
Vormelid-Sæter 72.
Vormen 80.
Vorvik 113.
Voss 139.
Vosse-Elv 139. 141.
Vossekavl 41. 131.
Vossestrands-Elv 142.
Vossevangen 139.
Voxenkollen 20.
Voxlivand 37.
Voxna-Elf 371.
Voxtorp 270.
Vøringsfos 127.
Vraavand 35.
Vrams-Gunnarstorp 272.
Vrangfos 34.
Vrena 362.
Vreta Kloster 296.
Vretstorp 290.
Vuluvand 87.
Vuolla Njunnes 236.
Vuollerim 387.
Vuorie Gaissa 226.

Warnemünde 429.
Wisby 355.
Woyens 430.

Ydby 436.
Ylensvand 198.
Ymesfjeld 68.
Yngen-Sjö 367.
Yngvar Nielsens Tind 172.
Yri, Gaards 169.
Yrinib 189.
Yrkefjord 113.
Ystad 263.
Ysttinder 186.
Ytre Bakken 151.
Ytredal 182. 179.
Ytre Dale 161.
— Eide 171.
— Kroken 155.
— Samlen 121.
Ytterån 373.
Ytterdals-Sætre 77.
Ytterkonäs 374.
Ytter-Lännäs 384.
Ytterø 206.
Ytter-Sela 346.
Yxlandsvand 161.

Zealand 398.

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Sketch

of

Norwegian and Swedish

Grammar,

with

Vocabulary and List of Phrases.

Contents.

I. The Language of Norway.
II. The Language of Sweden.
III. Vocabulary.
IV. Short and Useful Phrases.

This cover may be detached from the rest of the book by severing the yellow thread which will be found between pp. 8 and 9.

I. Language of Norway (and Denmark).

The Gothic tribes of Aryan or Indo-European origin who settled in Scandinavia, probably about the beginning of the Christian era, if not earlier, appear all to have spoken a common language called the *Norræna Mál*, afterwards known as the *Dönsk Tunga*, the history of which is not distinctly traceable farther back than the 9th or 10th century. That language, now known as Icelandic, or the Old Northern Tongue, and called by the Norwegians *Old Norsk*, was carried to Iceland by the Norwegians who settled there in the 9th century, and it has there been preserved in its original purity and vigour down to the present day, while on the mainland it gradually underwent modification and gave rise to several distinct dialects, of which modern Swedish and modern Danish are now the most important. The history of the language of Norway, from the colonisation of Iceland to the incorporation of Norway with the kingdom of Denmark towards the end of the 14th century, is involved in obscurity, but the dialects spoken in different parts of the country probably continued closely akin to the primitive 'Old-Norsk'. In Denmark the original 'Dönsk Tunga' had meanwhile undergone considerable alteration, as is shown by the *Skaanske Lov* and the *Sjællandske Lov*, promulgated in 1162 and 1171 respectively, the gutturals and other consonants having been somewhat modified and softened, and the inflections simplified. From the year 1387, when Queen Margaret, the 'Northern Semiramis', was crowned queen of Norway, dates the introduction of the Danish language into the sister country. Between that date and the year 1814, when Norway was severed from Denmark and united with Sweden, the Norwegians had enjoyed a considerable degree of political independence, but their ancient language was gradually superseded by that of the dominant race, which was used by the government officials and the upper classes, although several dialects descended from the 'Old-Norsk' speech continued to be spoken in remote districts, chiefly by the uneducated classes. At the present day, therefore, the language of the country is Danish, although the natives prefer to call it 'Norsk'; but it is pronounced with greater vigour and distinctness than by the Danes themselves, and it is enriched with a considerable number of words derived from the old provincial dialects, which greatly enhance its interest. Like other languages of the Teutonic stock, Danish has admitted many Romanic and other foreign words to the rights of citizenship, such as *gĕnĕre sig* (se gĕner), *Kandidāt'* (candidate), *Kontōr'* (comptoir), *Kritīk'* (critique), *Kvarter'* (quarter), *Præst* (presbyter); but

some of these have been introduced more from fashion than necessity, and words of purely native growth are to be found in every branch of art and science. The following lines by Norwegian poets may be quoted here as a specimen of the modern language common to Norway and Denmark: —

'Min norske Vinter er saa vakker:
De hvide snebedækte Bakker
Og grønne Gran med pudret Haar
Og trofast Is paa dybe Vande
Og Engledragt paa nøgne Strande
Jeg bytter neppe mod en Vaar'.
J. N. Brun.

'Ja! herligt er mit Fødeland,
Den gamle klippefaste Norge,
Med Sommerdal og Vinterborge,
Der evig trodser Tidens Tand.
Om Kloden rokkes end, dets Fjelde
Skal Stormen dog ej kunne fælde'.
S. O. Wolff.

Literal translation:

My Norwegian winter is so beautiful: the white, snow-clad hills, and green pines with powdered hair, and stedfast ice on deep lakes, and angelgarb on barren shores, I would hardly exchange for spring.

Literal translation:

Yes! glorious is my native land, the ancient cliff-bound Norway, with summer valley and winter fastness, which ever defies the tooth of time. Even if the globe were shaken, the storm would be unable to overthrow its mountains.

A knowledge of the language of the country will conduce materially to the traveller's comfort and enjoyment. English is spoken at the principal resorts of travellers and by the captains of most of the steamboats, but on the less frequented routes, and particularly at the small country-stations, the native tongue alone is understood. The traveller should therefore endeavour to learn some of the most useful everyday phrases he is likely to require on his journey. Those who know German or Dutch will find the language easy and interesting, as these languages come from the same Gothic stock as Danish. Those who have studied Icelandic, the direct ancestor of the language of Norway, or even the kindred Anglo-Saxon, have a still higher vantage-ground, while those who have a fair knowledge of Swedish will understand and be understood tolerably well in Norway, though less readily in Denmark. Conversely, the traveller who has learned Danish with the Norwegian accent will generally find it intelligible to Swedes, and will himself understand Swedish fairly well; but Danish acquired in Denmark will not be of much use in Sweden.

The traveller who takes an interest in the language, which throws light on many English words, and particularly on English and Scottish provincialisms, should be provided with both an English-Danish (*Rosing's*, Copenhagen) and Danish-English dictionary (*Ferrall & Repp's*, Copenhagen), and with *Ivar Aasen's* copious and instructive 'Norsk Ordbog' (Christiania). Rask's Grammar, Frädersdorff's Practical Introduction, and Bojesen's Guide are also recommended to students of Danish. For ordinary travellers, however, the following outline of the grammar and the vocabularies, though brief, will probably suffice.

Pronunciation. The CONSONANTS and their pronunciation are nearly all the same as in English; but *f* at the end of a word is

pronounced like *v*; *g* before *e* and *i* and at the end of a syllable is often pronounced like the consonantal *y*; *j* is pronounced like the consonant *y*; *k* before *e*, *i*, *j*, *y*, *æ*, and *ø* is (in Norway) pronounced like the English *t* followed by the consonant *y*, or nearly like the English *ch*; *sk* before the same vowels is (in Norway) pronounced like the English *sh*; while *c* (like *s* before *e*, *i*, *y*, *æ*, and *ø*, and like *k* before *a*, *o*, *u*, and *aa*), *q*, *x*, and *z* are used in words of foreign origin only. The chief irregularities are that *d* at the end or in the middle of a word is generally mute, as *Fladbrød* (pron. Flābrø), *sidst* (pron. sīst), *kalde* (pron. kalle), *hende* (pron. henne); *g* at the end of a syllable is often inaudible, as *deilig* (pron. dieli). *farlig* (pron. fārlĭ), while *eg* is softened to *ei*, as *jeg* (pron. yie), *egen* (pron. aiyĕn), and, in conversation, *mig*, *dig*, *sig* are corrupted to mÿ, dÿ, sÿ; lastly, in *det* (it), the *t* is usually mute (pron. day), and *de* (they) is pronounced dee.

The Vowels *a*, *e*, and *i* are pronounced (as in French and German) ah, eh, ee; *o* is pronounced like ō (as in hole), or almost like oo, and when short it is like the short English ŏ (in hot), but less open; *ai*, *ei*, *oi* are pronounced as diphthongs; *u*, when long, is nearly like the ū in lute, and when short it resembles (in Norway) the French eu or the English u in curd; *y*, when long, is like the French u, and when short it is indistinguishable from the short *ø*. The sound of *aa* (Swedish *å*) is that of the English a in all, or almost like ŏ; *æ* is like a in fate, but more open (as in mare); *ø*, sometimes written ö, has the sound of the German ö or the French eu. These last two letters are placed at the end of the alphabet, which consulters of a Danish dictionary must bear in mind. — Those who have studied French or German will have no difficulty with the *y* and the *ø*, but it is not so easy to catch the precise sound of the Norwegian *u*.

Genders. There are two genders, the common (masculine or feminine) and the neuter.

Articles. The Indefinite is *ēn* (c.) or *ĕt* (n.; pron. it), as *en Mand* (a man), *en Kvinde* (a woman), *et Barn* (a child).

The Definite is *den* (c.), *det* (n.), *de* (pl.), forms which are used almost exclusively when an adjective intervenes between the article and the substantive, as *den gōde Mand* (the good man), *det unge Barn* (the young child), *de gamle Konger* (the old kings). When immediately connected with its substantive, the definite article is *-en* or *-n*, *-et* or *-t*, and *-ne* or *-ene*, added as an affix to the substantive, as *Man'den* (the man), *Bar'net* (the child), *Kong'erne* (the kings), *Gaar'dene* (the farm-houses).

Substantives. Until recently, substantives have generally been spelled with an initial capital, but now, with the exception of proper names, they more commonly begin with small letters. The genitive, both singular and plural, usually ends in *s*, as *Kongens*

Mild'hēd (the king's clemency), *Mæn'denes Heste* (the men's horses). All nouns ending in *e* form their plural by adding *r*, as *Konge, -r, Kvinde, -r;* others add *er*, as *Blomst, -er;* others *e*, as *Hest, -e;* and many neuter nouns remain unchanged in the plural, as *Sprōg* (language), *Hūs* (house). Lastly, a number of substantives modify their radical vowel in the plural, as *Haand* (hand), *Hænder; Fōd* (foot), *Fødder; Bōg* (book), *Bøger; Barn* (child), *Børn*. In many cases the consonant is doubled in order to preserve the short sound of the vowel, as *Hat* (hat), *-te, Ven* (friend), *-ner, Gŭt* (Norw., boy), *-ter*.

Adjectives. Those derived from proper names are not spelled with initial capitals (as *norsk*, Norwegian; *engelsk*, English). When preceded by the indefinite article, the adjective remains unchanged in the common gender, but *t* is added to it in the neuter, as *en gōd Hest, et stōrt* (large) *Hūs;* if, however, the adjective ends in *e, o, u*, or *y*, it remains unchanged in both genders, as *en lille Hest, et lille Barn, en sky* (shy) *Hest, et bly* (shy) *Barn;* but *ny* (new) has the neuter *nyt*. When preceded by the definite article, and in the plural whether with or without article, adjectives have an *e* added; as *den gode Hest, det store Hus, de smukke Børn* (the pretty children), *vakre* (contracted from *vakker-e*) *Fjōrde* (beautiful bays). When standing alone after the substantive as a predicate the adjective usually agrees with the substantive in gender and number, as *Huset er* (is) *stort, Hestene e're store*.

The Comparative and Superlative are formed by adding *re* or *ĕre* and *st* or *ĕst* to the positive; as *glād* (glad), *glādĕre, glādĕst; rīg* (rich), *rigere, rigest;* but in some cases they are formed by prefixing *mēr* and *mēst* to the positive, as *elsket* (beloved), *mer elsket, mest elsket*. The radical vowel is sometimes modified; as *stōr, stœrre, stœrst; faa* (few), *færre, færrest*. Several adjectives are irregularly compared: *gōd, bēdre, bēdst; ond* (bad), *værre, værst; gammel* (old), *ældre, ældst; lille* (small), *mindre, mindst; mēgen, mēget* (much), *mer, mest; mange* (many), *flēre, flēste*.

Numerals. The Cardinal Numbers are: *ēn* or *een* (n. *ĕt*), *to, tre, fire, fem, sex, sy̆v, otte, ni, ti, el'leve, tolv, tretten, fjōrten, femten, sexten* (pron. sȳst'n), *sytten, atten, nitten, ty've* (twenty); *en og tyve, to og tyve*, etc.; *tretti* (Danish *trēdĭve*, often pron. trȳvĕ); *firti* (Dan. *fyr'retyve*), *femti* (Dan. *halvtrēdsindstyve*, often contracted to *halvtrēds*), *sexti* (Dan. *trēdsindstyve*, or *trēds*), *sytti* (Dan. *halvfjērdsindstyve*, or *halvfjērds*), *otti* (Dan. *fīrsindstyve*, or *firs*), *nitti* (Dan. *halvfemsindstyve*, or *halvfems*), *hŭndrede, tūsinde*.

Ordinal Numbers. *Den, det, de fœrste, anden* (n. *andet*, pl. *andre*), *trēdie, fjērde, femte, sjette, syvende, ottende, nīende, tīende, ellevte, tolvte*, etc.; *ty'vende, trēdiende* (Dan. *trēdivte*, often pron. trȳftĕ), *firtiende* (Dan. *fyr'retyvende*), *femtiende* (Dan. *halvfemsindstyvende*), etc.; *hundrede* and *tūsinde* undergo no alteration.

Fractions. *En halv* ($^1/_2$, adj.; the subst. is *en Halvdēl*);

halvan'den (1½); *halvtrēdie*, or *tō og en halv* (2½); *halvfjērde*, or *trē og en halv* (3½); *en Trēdiedēl* (⅓); *en Fjērdedēl* (¼, or *en Fjērding*, *en Kvart*, or *et Kvartēr*); *en Femtedēl*; and so on.

Pronouns. PERSONAL. Nom. sing. *jeg* (I), *dū* (thou), *han* (he), *hūn* (she), *den* or *det* (it); pl. *vi*, *I*, *dĕ*. Gen. sing. *hans*, *hendes*, *dens* or *dets*; pl. *dēres* (their). Dat. and Acc. sing. *mig*, *dig*, *ham*, or *sig*, *hende* or *sig*, *den*, *det* or *sig*; pl. *os*, *ēder*, *dĕm* or *sig*.

Sig is always reflexive, referring to the nominative or subject (himself, herself, itself, themselves). Members of a family and intimate friends address each other as *Dū*, pl. *I*; but in ordinary society *De* (literally 'they'; pron. dee), with the verb in the singular, is always used, its dative or accusative being *Dĕm*, never *sig*; as *De har skadet Dem* (you have hurt yourself).

POSSESSIVE. *Mīn* (my), *mĭt*, pl. *mīne*; *dīn* (thy), *dit*, pl. *dīne*; *sīn* (his, her, or its), *sit*, pl. *sine*; *vōr* (our), *vōrt*, pl. *vōre*; *jēr* (your), *jĕrt*, pl. *jēre* (colloquial); *dēres* (their); *Dēres* (your, in the polite form of address).

DEMONSTRATIVE. *Den*, *det* (this), pl. *de*; *denne*, *dette* (this), pl. *disse*; *hīn* or *hiin*, *hĭnt* (that), pl. *hīne*; *samme* (same), *selv* (self), and *begge* (both) are indeclinable; *saa'dan*, *saa'dant* (such a one), pl. *saa'danne*.

RELATIVES. *Som* (who, whom, which, nom. and acc.) and *dēr* (who, which, nom. only) are indeclinable; *hvilken*, *hvilket* (who, whom, which, nom. or acc.), pl. *hvilke*; *hvīs* (whose, of which, sing. or pl.); *hvad* (what), indeclinable.

INTERROGATIVES. *Hvo* or *hvem* (who, whom) is indeclinable; *hvilken*, *hvilket*, pl. *hvilke* (which, nom. or acc.); *hvad* (what).

INDEFINITE. *Man* (one, they, nom. only); *ēn* or *ĕt* (one); *nōgen* (some, somebody, some one), *nōget* (some, something), pl. *nōgle*; *ingen* (no, nobody, none), *intet* (no, nothing, none), pl. *ingen*; *anden*, *andet* (other), pl. *andre*; *hvēr*, *hvĕrt*, *ēnhver'*, *ĕthvert'* (each, every; each one, every one); *al*, *alt* (all), pl. *alle*; *dĕt*, *dēr* (it, with impers. verbs), as *det regner* (it rains), *der sīges* (it is said), *der skrīves* (it is written).

Verbs. AUXILIARY. *At have* (to have): pres. indic. *har*, pl. *hāve*; imperf. *hăvde*; perf. *har haft*, pl. *have hăft*; fut. *skal* or *vil have*, pl. *skulle* or *ville have*; imperat. *hāv*, pl. *haver*; partic. *hāvende*, *haft*.

At være (to be); pres. ind. *ēr*, pl. *ēre*; imperf. *var*, pl. *vare*; perf. *har været*, pl. *have været*; fut. *skal* or *vil være*, pl. *skulle* or *ville være*; imperat. *vær*, pl. *værer*.

At skulle (to be about to, to be obliged); pres. *skal*, pl. *skulle*; imperf. *skulde*; perf. *har skullet*, pl. *have skullet*.

At ville (to be about to, to be willing); pres. *vil*, pl. *ville*; imperf. *vilde*; perf. *har villet*, pl. *have villet*.

At kunne (to be able); pres. *kan*, pl. *kunne*; imperf. *kunde*;

perf. *har kunnet*, pl. *have kunnet*; fut. *skal* or *vil kunne*, pl. *skulle* or *ville kunne*.

At maatte (to be obliged); pres. *maa* (must); imperf. *maatte*; perf. *har maattet*, pl. *have maattet*.

At turde (to be allowed, to dare); pres. *tør* (may, dare); imperf. *turde* (might, dared).

At burde (to be bound, to have to); pres. *bør* (ought, etc.); imperf. *burde* (ought, etc.).

The verb *faa* (to get), with the perfect participle, expresses futurity, as *naar jeg faaer skrevet* (when I shall have written).

The verb *blive* (to become) is sometimes used to form the passive voice, as *han bliver, blēv skadet* (he is, was hurt).

Conjugations. The conjugations are either weak or strong, regular or irregular, and under each of these heads there are several subdivisions. The first and second of the three following verbs are weak (*i. e.* with the imperf. formed by the addition of *ĕde* or *te*, and the partic. by the addition of *et*, or *t* to the root), and the third and fourth are strong (*i. e.* the imperf. takes no affix, whether the radical vowel is modified or not).

Elske (to love); pres. *elsker*, pl. *elske*; imperf. *elskĕde*; perf. *har*, pl. *have elsket*; partic. *elsket*, pl. (when used as adj.) *elskede*.

Tale (to speak); pres. *taler*, pl. *tale*; imperf. *talte*; perf. *har talt*, pl. *have talt*; partic. *talt*, pl. *talte*.

Komme (to come); pres. *kommer*, pl. *komme*; imperf. *kom*; perf. *er kommen*, neut. *kommet*, pl. *ere komne*.

Stjæle (to steal); pres. *stjæler*, pl. *stjæle*; imperf. *stjāl*; perf. *har stjaalet*, pl. *have stjaalet*; partic. used as adj. *stjaalen*, *stjaalet*, *stjaalne*.

The present participle is formed by adding *-nde* to the infinitive (as *elskende*, *kommende*). The imperative singular is the root (as *tāl*, *stjæl*), to which *er* is added in the plural (as *elsker*, *kommer*).

Elskes (to be loved); pres. *elskes*, or *bliver elsket*, pl. *blive elskede*; imperf. *elskedes* or *blev elsket*, pl. *bleve elskede*.

Tales (to be spoken); pres. *tales*, or *bliver tālt*, pl. *blive tālte*; imperf. *tāltes*, or *blev tālt*, pl. *bleve tālte*.

The following **List of Verbs** includes a number of weak and strong, regular and irregular verbs. The infinitive, imperfect, and participle of each are given. When the participle ends in *-t*, the usual auxiliary is *have*, when it ends in *-n*, *-ne*, the auxiliary is *være*.

Accompany, *lēd'sāge, lēd'sagĕde, lēd'saget*. Alight, *stige āf (stēg, stig-en, -it, -ne); stige ūd*. Arrive, *ankomme, ankŏm, ankom-men, -met, -ne*. Ascend, mount, *stige, stēg, stig-en, -it, -ne*. Ask, *spørge, spurgte, spurgt*. Awake (trans.), *vække, vakte, vakt*.

Become, *blive, blēv, blev-en, -et, -ne*. Beg, *bede, bād, bēdt, -e*. Believe, *tro, troede, troet*. Bind, *binde, bandt, bundet, bund-en,*

-et, -ne. Blow, *blæse, blæste, blæst.* Boil, *koge, kŏgte, kŏgt.* Break, *brække, brăk, brækket. bruk-ken, -ket, -ne; slaae itū (slōg, slaaet, slug-en, -et, -ne).* Bring, *bringe, bragte, bragt.* Buy, *købe, købte, købt.*

Call, shout, *raabe, raabte, raabt, -e;* see also 'name'. Carry, *bære, bār, baaret, baar-en, -et, -ne.* Change, *skifte, skiftede, skiftet; bytte, byttede, byttet;* change (money), *vexle, vexlede, vexlet.* Come, *komme, kom, kom-men, -met, -ne.* Count, *tælle, tālte, tālt.* Cost, *koste, kostede, kostet.* Cut. *skjære, skar, skaaret, skaar-en, -et, -ne.*

Demand, ask (a price, etc.), *forlang'e, forlangte, forlangt, -e.*, Depart, see 'start'. Descend, *stige nēd (stēg, stigen).* Dismount. *stige āf, stige ūd.* Do, *gjøre;* pres. *gjør,* pl. *gjøre; gjørde, gjort,* Drink, *drikke, drak, drukket. druk-ken, -ket, -ne.* Drive (a carriage) *kjøre, kjørte, kjørt, -é.* Dry, *tørre. tørrede, tørret.*

Eat, *æde, āt, æten.*

Fear. *frygte, frygtede, frygtet.* Find, *finde, fandt, fundet, fund-en, -et, -ne.* Fish, *fiske, fiskede, fisk-et. -ede.* Follow, *følge, fulgte, fulgt, -e.* Forget, *glemme, glemte, glemt, -e.* Freeze. *fryse, frās, fross-en, -et, -ne.*

Get, *faa, fik, faaet;* get down, *stige nēd (stēg, stig-en, -et, -ne);* get in, *stige ind;* get up, *stige op;* get on, *komme frem (kom, kom-men).* Give, *give, gāv, givet, giv-en, -et, -ne.* Go, *gaa, gik, gaaet.*

Help, *hjælpe, hjalp, hjulpet, hjulp-en, -et, -ne.* Hire, *hyre, hyrede, hyret; leie, leiede, leiet.* Hold, *holde, holdt, holdt, -e.* Hope, *haabe, haabede, haabet.*

Jump, *springe, sprang, sprunget, sprung-en, -et, -ne.*

Keep, *beholde, beholdt, beholdt.* Knock, *banke, bankede, banket.* Know (a fact), *vide;* pres. *vēd,* pl. *vide; vidste, vidst;* (a person, a place, etc.) *kjende, kjendte. kjendt;* (a language) *kunne, kunde, kunnet.*

Lay, put, *lægge, lagde, lagt, lagd, -e;* lay hold, *tage fat paa* (see 'take'). Learn, *lære, lærte, lært.* Leave, *forlāde;* leave behind, *ef"terlāde;* see 'let'. Let, *lade, lōd, ladet, lādt. -e;* let go, let fall, *slippe, slap, sluppet, slup-pen. -pet, -ne.* Lie, *ligge, laa, ligget.* Light, kindle, *tænde, tændte, tændt. -e.* Like, *synes (om), syntes;* or (Norw.) *like. likte, likt.* Lose. *tabe, tăbte, tabt, -e.*

Make, see 'do'. Mend, *istand'sætte (satte, sat); reparēre, reparērede, reparēret; ūd'bēdre, udbēdrede, udbēdret.* Mistake, make a mistake, *tage feil (tōg, tayet).* Mount, *stige, stēg, stigen;* (on horseback) *sidde op (sād, siddet).*

Name, call, *kalde, kaldte, kaldt. -e.* Named or called (to be), *hēdde, hēd, hēdt, -e.*

Open, *aab'ne, aabnede, aabnet, -de.* Order, *bestille, bestillede, bestillet.*

Pay, *betale, betālte, betālt, -e.* Pronounce, *ūd'tāle, udtālte, udtālt, -e.* Put, *sætte, satte, sat. -te;* see also 'lay'; put to (horses), *spænde, spændte, spændt.*

Rain, *regne, regnede, regnet.* Read, *læse, læste, læst.* Reckon,

regne, regnede, regnet. Require, *behø've, behøvede, behøvet.* Rest, *hvile, hvilte, hvilt.* Return (intr.), *komme* or *gaa tilbāge.* Ride, *ride, rēd, redet, red-en, -et, -ne.* Roast, *stege, stēgte, stēgt.* Row, *ro, rōede, rōet.* Run, *løbe, lāb, løbet.*

Say, *sige, sagde, sagt, -e.* See, *see, saa, seet.* Seek, *søge, søgte, søgt.* Sell, *sælge, solgte, solgt.* Send, *sende, sendte, sendt, -e.* Set, see 'put'. Shoot, *skyde, skjød, skudt, -e.* Shut, *lukke, lukkede, lukk-et, -ede.* Sit, *sidde, sād, siddet.* Sleep, *sove, sōv, sovet.* Smoke (intrans.), *ryge, rāg, røget;* (trans.; a pipe, etc.) *røge, røgede, røget.* Snow, *sne, snete, snēt.* Speak, *tale, tālte, tālt, -e.* Stand, *staa, stōd, staaet.* Start, *āf'gaa, afgik, afgaaet;* or *gaa bort, gaa āf"sted.* Stop (trans. or intrans.), *stand's-e, -ede, -et, -ede.*

Take, *tage, tōg, taget, tag-en, -et, -ne;* take care of, *sørge, sørgede, sørget (for).* Think, *tænke, tænkte, tænkt.* Travel, *reise, reiste, reist.* Try, *forsāge, forsāgte, forsøgt.*

Understand, *forstaa, forstōd, forstaa-et, -ede.* Use, *bruge, brūgte, brugt.* — Wait, *vente, ventede, ventet.* Wash, *vaske, vaskede, vask-et, -ede.* Wish, *ønsʹke, ønskede, ønsk-et, -ede.* Write, *skrīve, skrēv, skrevet, skrev-en, et, -ne.*

Adverbs. The neuter forms of adjectives are used as adverbs; as *gōd* (good), *gŏdt* (well); *langʹsŏm* (slow), *langsomt* (slowly); and such adverbs take the same comparative and superlative as the adjectives. *Gŏdt* or *vel* has *bēdre, bĕdst; ilde* (ill), like *ond* or *daarlig*, has *værre, værst; gjerne* (willingly), *hellĕre* (rather), *helst* (most willingly, rather, especially).

The following are in very frequent use: —

Place. About, *omtrentʹ;* above, *ōvenpaa;* after, *efter;* around, *omkringʹ;* at home, *hjemme* (indicating *rest*, like several other adverbs ending in *e*, which without the *e* indicate *motion*); away, *bort, borte;* back, *tilbāge;* below, *nēdenunʹder;* down, *nēd, nēde;* everywhere, *ōveralt;* far, *langt;* far from here, far distant, *langt herfrā;* here, *hēr;* home, *hjem;* in, *ind, inde;* near, *nær;* nowhere, *ingʹensteds;* out, *ūd, ude;* past, *forbiʹ;* there, *dēr;* thither, *dīd;* up, *op, oppe;* where, *hvōr;* within, *inde.*

Time. About, *omtrentʹ;* afterwards, *siden efter;* again, *atter, igjenʹ;* always, *alʹtīd;* already, *allerēde;* before, *fʹōr;* early, *tīdligt;* immediately, *strax;* last year, *ifjōr;* late, *sēnt;* long, *længe;* nearly, *næsten;* never, *alʹdrig;* now, *nū;* often, *ofte, tīdt;* once, *ēngang;* seldom, *sjælden;* sometimes, *undertīden;* soon, *snart;* still, *endnū;* the day after to-morrow, *iʹovermorgen;* the day before yesterday, *iforʹgaars;* then, *dø, paa den Tīd;* this evening, *iāften;* this morning, *imorʹges;* to-day, *idāgʹ;* to-morrow, *imorʹgen;* twice, *tō Gange;* when (interrogative), *naar, hvad Tīd;* yesterday, *igaarʹ.*

Manner, Degree, etc. A little, *noget;* also, *ogʹsaa;* also not, *heller ikke;* altogether, *i alt, i det hele taget, altsammen;* broken (in two), *itū;* downhill, *nēdad (Bakken);* how, *hvorlēdes;* little,

lïdt; much, *meget;* no, *nei;* not, *ikke;* not at all, *slet ikke;* of course, *natūr'ligvīs;* only, *kūn;* particularly, *især;* partly, *dēls;* perhaps, *kanskē*, *maaskē;* possibly, *mu'ligvīs;* probably, *rimēligvīs;* quickly, *hurtigt (fort);* so, thus, *sa'alēdes;* softly (gently, slowly), *sagte;* straight on, *ligefrem;* together, *tilsam'men;* too (much, etc.), *for* (*meget*, etc.); uphill, *op'ad (Bakken);* very, *meget;* why, *hvōr'for;* yes, *ja*, *jo* (the latter in answer to a question in the negative or expressing doubt).

Prepositions. Among the most frequent are: —

About, *om;* above, *over;* after, *efter;* among, *blandt;* at, *i*, *paa*, *vēd;* at (of time), *om;* behind, *bāg*, *bagvēd;* between, *mellem;* by, at the house of, *hos;* by, near, *vēd;* by, past, *forbi';* during, *om*, *under;* for, in front of, *for*, *foran';* from, *fra;* in, *i;* instead of, *istedetfor;* near, *nær vēd;* of, from, *af;* on, *paa;* opposite, *ligeōverfor;* over, upwards of, *over;* past, *forbi';* round, *rundt om;* since, *siden;* through, *gjennem;* till, *indtil'* (not till, *ikke f'ōr);* to, *til;* towards, *mōd*, *imōd';* under, *under;* upon, *paa;* with, *med.*

Conjunctions. The most important are: —

After, *efterat;* although, *skjøndt;* and, *og;* as, *da;* as — as, *saa — som;* because, *fordi';* before, *f'ōr;* but, *men;* either — or, *enten — eller;* for, *thi;* if, *om*, *dērsom*, *hvīs;* in order that, *for at;* or, *eller;* since (causal), *fordi'*, *efterdi'*, (of time) *siden;* so, *saa;* than, *end;* that, *at;* till, until, *indtil;* when (with past tense) *da*, (with present or future) *naar;* where, *hvōr;* while, *mēdens.*

Interjections. Ah, alas, *ak;* indeed, *ih*, *jasaa'*, *virkelig;* not at all, far from it, don't mention it, *langt'frā*, *ingen Aar'sag;* of course, certainly, *natur'ligvīs;* pardon, *ōm Forla'delse;* please, *vær saa god*, *vær saa av'tig;* thanks, *tak* (many, *mange*); true, *det er sandt;* what a pity, *det er synd!*

II. Language of Sweden.

The remarks already made on the origin of the Danish language and on the peculiarities of its pronunciation apply almost equally to the Swedish language. The Swedish *å* corresponds to the Dano-Norwegian *aa.*

Articles. The Indefinite Article is (m. and f.) *ēn*, (n.) *ett;* as *en man*, a man; *ett barn*, a child.

The Definite Article is (m. or f.) *en* (or *n* after a vowel), and (n.) *et*, affixed to the substantive; as *konungen*, the king; *flickăn*, the girl; *bordĕt*, the table. Preceding an adjective, the definite article is (m. or f.) *den*, (n.) *det*, (pl.) *de;* but the substantive which follows still retains its affix: as *den gode ko'nungen*, *det lilla barnet* (the little child), *de vackra flickorna* (the pretty girls).

Substantives. All substantives, except proper names, are spelled

with small initials. The genitive, both singular and plural, usually ends in *s*; as *barnets moder*, *ko'nungens gōd'hēt*, *pres'ternas böcker*.

The plural is formed by adding *or*, *ar*, *er*, or *n*; but it is sometimes the same as the singular, especially in the case of neuter substantives; as *krona*, *kronor*; *gosse* (boy), *gossar*; *lind* (lime-tree), *lindar*; *prest*, *prester*; *knä* (knee), *knän*; *hūs* (house), pl. *hus*. Among irregular plurals the commonest are: *man*, *män*; *öga* (eye), *ögon*; *öra* (ear), *öron*; *bōk* (book), *böcker*; *fōt* (foot), *fötter*; *natt* (night), *nätter*; *gås* (goose), *gäss*.

Adjectives. After the indefinite article the adjective undergoes no change, except in the neuter, in which case *t* is added; as *en ung man*, *en skön flicka*, *ett snällt barn* (a good child). The neuter of *liten* (little) is *litet*, of *mycken* (much) *mycket*.

After the definite article the adjective takes the affix *e* or *a* in the masculine, and *a* in the feminine or neuter; as *den gode mannen*, *den vackra flickan*, *det snälla barnet*. When following the definite article, *liten* becomes *lilla* (pl. *små*). For all genders the plural is *de goda*, *de vackra*, *de snälla*, *de små*.

The Comparative and Superlative are formed by adding *ăre* and *ăst* to the positive; as *rōlig* (amusing), *roligăre*, *roligăst*; *ring'a* (small, insignificant), *ringăre*, *ringăst*. Irregular are: *gōd* (good), *bättre*, *bäst*; *dålig* (bad), *sämre*, *sämst*, or *värre*, *värst*; *låg* (low), *lägre*, *lägst*; *lång* (long), *längre*, *längst*; *liten* (small), *mindre*, *minst*; *små* (small, pl.), *snärre*; *få* (few), *färre*; *mycket* (much), *mera*, *mēst*; *många* (many), *flēre*, *flēst*; *stōr* (large), *större*, *störst*; *gammal* (old), *äldre*, *äldst*; *ung* (young), *yngre*, *yngst*; *tung* (heavy), *tyngre*, *tyngst*.

Numerals. The Cardinal Numbers are: *ēn* or *ett*, *två*, *tre*, *fyra*, *fem*, *sex*, *sju*, *åtta*, *ni'o*, *ti'o*, *elfva*, *tolf*, *tretton*, *fjorton*, *femton*, *sexton*, *sjutton*, *āderton*, *nitton*, *tjugu* (20); *tjugu ēn*, etc.; *tretti*, *fyratio* (pron. *förti*), *femtio*, *sextio*, *sjuttio*, *åttio*, *nittio*, *hundra*, *tusen*, *en milliōn*.

The Ordinal Numbers are: *den förste*, *den*, *det första*; *den andre*, *den*, *det andra* (*en annan*, *ett annat*); *trēdje*, *fjērde*, *femte*, *sjette*, *sjūnde*, *åttonde*, *nionde*, *tionde*, *elfte*, *tolfte*, *trettonde*, *fjōrtonde*, etc.; *tjūgonde* (20th), *tjugu förste*, etc.; *tret'tionde*, *fyr'tionde*, etc.; *hundrade*, *tusende*.

Fractions. *En half* (1/2, adj.; the subst. is *en hälft*), *half-an'nan* (1 1/2); *en trēd'jedēl* (1/3 rd), *en fjērd'edēl* (1/4 th), etc.

Pronouns. Personal. Nom. sing. *jag* (I), *du* (thou), *han* (he), *hōn* (she), *det* (it); nom. pl. *vi*, *i*, *dĕ*. Gen. sing. *hans*, *hennes*, *dets*; gen. pl. *dēras* (their). Dat. and Acc. sing. *mig*, *dig*, *hon'om*, *henne*, *det*; dat. and acc. pl. *oss*, *eder*, *dem*. Refl. dat. and acc. *sig* (himself, herself, itself, themselves). *Hvaran'dra* (one another).

Dū is used in addressing near relatives and intimate friends *Ni*, corresponding with the Danish *De* (you), with the verb in the

singular, is used in addressing strangers; but it is more polite to use the awkward periphrasis *herrn är, har,* etc., *frün är, frökен är,* or better still the person's title, if known, as *vill herr öfversten vara så göd* (will the colonel be so kind)?

Mig, dig, sig are pronounced mȳ, dȳ, sȳ. *De* is pronounced dee, and *det* like day.

Possessive. *Min* (my), *mitt,* pl. *mina; dīn* (thy), *ditt,* pl. *dina; hans* (his), *hennes* (her), *dets* (its); *sin* (his, her, its, their; refl. only), *sitt, sina; vår* (our), *vårt, våra; ēder* (your), *ēdert, ēdra.*

Demonstrative. *Denne, denna* (this), *detta,* pl. *desse, dessa; den, det här* (this here), pl. *de här; den, det där* (that there), pl. *de där; den, det, de samme* (the same).

Relative. *Som* (who, whom, which), nom. and acc. only; *hvilken, hvilket* (who, whom, which), pl. *hvilka; hvad* (what).

Interrogative. *Hvem* (who), *hvems* (whose), *hvad* (what), *hvilk-en, -et, -a* (which).

Indefinite. *Man* (one), *själf* (self), *nå'gon* (some, somebody), *nå'got* (some, something), *nå'gra* (pl., some); *ing'en* (no, nobody), *intet* (no, nothing), *inga* (pl., no); *mången* (many a one), *många* (many); *all, allt* (all); *hvar, hvart* (each, every), *hvar och* (pron. ok) *ēn* (every one); *hēl, hēlt* (whole).

Verbs. Auxiliary. *Att hāfva* (to have). Pres. indic. jag, du, han, hon, det, Ni *har;* vi *ha* (or *havfa*); i *hān (hāfven),* de *ha (hafva).* Imperf. jag, etc., *hade;* vi *hade;* i *haden;* de *hade.* Fut. jag, etc., *skall hafva;* i *skŏlen hafva;* de *skŏla hafva.* Condit. jag, etc., *skulle hafva;* vi *skulle hafva;* i *skullen hafva;* de *skulle hafva.* Imper. *hāf (ha),* pl. *hāfven.* Partic. *hāfvande, haft.*

Att vara (to be). Pres. indic. jag, etc., *är;* vi *äro,* i *ären,* de *äro.* Imperf. jag, etc., *var;* vi *voro,* i *voren,* de *voro.* Perf. jag, etc., *har varit.* Imperf. jag *hade varit.* Fut. jag *skall vara.* Cond. jag *skulle vara.* Imper. *var, varen.* Partic. *vārande, varit.*

Att skŏla (to be obliged, to be about to); pres. *skall,* pl. *skŏla;* imperf. *skulle.*

Att vilja (to be willing, to be about to); pres. *vill,* pl. *vilja;* imperf. *ville;* partic. *vil'jande, vēlat.*

Att kunna (to be able); pres. *kan,* pl. *kunna;* imperf. *kunde;* partic. *kunnat.*

Att måste (to be obliged); pres. *måste;* imperf. *måste.*

Jag tör (I may, am allowed); imperf. *torde.*

Att böra (to be bound, obliged); pres. *bör* (ought); imperf. *bŏrde* (ought).

The Conjugations are either weak or strong, regular or irregular. The following three verbs are weak and regular:

Infinitive. *Att älska* (to love), *böja* (bend), *bo* (lodge, live).

Pres. indic. Jag, du, han *älskar, böjer, bōr;* vi, de *älska, bōja, bo;* i *älsken, bōjen, bon.*

Imperf. Jag, du, han, vi, de *älskade, böjde, bödde;* i *älskaden, böjden, bodden.* Perf. Jag *har älskat, böjt, bott.* Fut. Jag *skall älska, böja, bo.* Imper. *Älska, böj, bo; älsken, böjen, bon.* Partic. *Älskande, böjande, boende; älskat, böjt, bott.*

Most of the Swedish verbs are conjugated like *älska.* Those whose roots end in *k, p, s,* or *t* form the imperfect by adding *te,* and the participle by adding *t;* as *köpa, köpte, köpt.*

The passive is formed by adding *s:* jag *älˈskăs* (I am loved), *älskădes* (was loved), *har älskăts* (have been loved), *älskăndes* (being loved). The passive may also be formed with the auxiliary *blifva* (to be, become): jag *blīr, blēf älskad* (I am, was loved).

The following **List of Verbs** includes a number of regular, strong, and irregular verbs. The present indicative, generally formed from the infinitive by adding *r,* the imperfect, the perfect participle used with *hafva,* and the perfect participle used with *vara* are given in each case. When the participle ends in *n,* the neuter usually changes the *n* to *t,* and the plural ends in *ne* or *na.*

Arrive, *anˈkommer, anˈkom* (pl. *ankommo*), *ankommit, ankommen;* or *inˈträffar, inträffăde, inträffat.* Ascend, *stiger (upp), stēg (stego), stigen, stigit.* Ask, *frågar, frågăde, frågat.* Awake (trans.), *väcker, väckte, väckt.*

Become, *blīr* (vi *blifva,* inf. *blifva*), *blēf, blifvit, blifven.* Beg. *bēr* (vi *bēdje* or *bē,* inf. *bēdja*), *bād* (vi *bådo*), *bedt, bedd.* Bind, *binder, band* (vi *bundo*), *bundit, bunden.* Blow, *blåser, blåste, blåst.* Boil, *kokar, kŏkte, kŏkt.* Break, *brŭter, brŏt, brutit.* Bring, *bringar, brăgte, brŭgt (bringat).* Buy, *köpa, köpte, köpt.*

Call, shout, *ropa, ropade, ropat;* see also 'to name'. Carry, *bär* (inf. *bära*), *bār (buro), burit, buren.* Change, *byter, bytte (bytăde), bytat;* change (money), *vexˈlar, vexlăde, vexlat;* change (alter), *förändˈrar, förändrăde, förändrat.* Come, *kommer, kom (kommo), kommit, kommen.* Count, *räknar, räknăde, räknăt.* Cost, *kostar, kostăde, kostat.* Cut, *skär* (inf. *skära*), *skār (skuro), skurit, skuren.*

Demand (ask a price, etc.), *forˈdrar, fordrăde, fordrat;* or *begăra, begärăde, begărăt.* Depart, *āfˈrēsar, afˈrēste, afˈrēst;* or *går bŏrt, rēsar bŏrt.* Descend, *stiger nēd* (see 'ascend'). Dismount, *stiger nēd, stiger āf (hästen), sitter āf* (see 'sit'). Do, *gör* (inf. *göra*), *gjŏrde, gjŏrdt, gjord.* Drink, *dricker, druck (drucko), druckit, drucken.* Drive (a carriage), *kör, körde, kört.* Dry, *torkar, torkăde, torkat.*

Eat, *äter, åt (åto), ätit, äten.*

Fear, *fruktˈtar, fruktăde, fruktat.* Find, *finner, fann, funnit, funnen.* Fish, *fiskar, fiskăde, fiskat.* Follow, *följer, följde, följt.* Forget, *glömmer, glömde, glömt.* Freeze, *fryser, frös (fröso), frusit, frusen.*

Get, *får, fick (fingo), fått;* get up, down, in, *stiger upp, nēd, in;* get on, *kommer fram.* Give, *gēr (gifvĕr;* inf. *gē, gifva), gaf (gåfvo), gifvit, gifven.* Go, *går, gick (gingo), gått, gången.*

Help, *hjälper, hjälpte, hjälpt (halp, hulpit, hulpen).* Hire, *hyr, hyrde, hyrt.* Hold, *håller, höll (höllo), hållit, hållen.* Hope,

hoppas (a deponent verb, used in the passive form only), *hoppădes, hoppăts.*

Keep, *behåller, behöll (behöllo), behållit, behållen.* Knock (at a door), *knackar, knackăde, knackat.* Know (a fact), *vēt* (inf. *veta*), *visste, vetat;* (a person, a thing), *känner, kände, känt;* (a language) *kunna, kunde, kunnat.*

Lay, put, *lägger, lade, lăgt, lagd;* lay hold of, *tager fătt på* (see 'take'). Learn, *lär (mig), lärde, lärt, lärd.* Leave, *lämnar, lämnade, lämnat;* leave behind, *lämna qvar.* Let, *låter, lät (läto), låtit;* let go (get rid of), *släpper, släppte, släppt.* Lie, *ligger, låg (lågo), legat.* Light, *tänder, tände, tändt.* Like, *tycker (om), tyckte, tyckt.* Lose, *förlōrar, förlōrade, förlōrat.*

Make, see 'do'. Mean, *menar, mēnte, mēnt.* Mend, *sätter i stånd* (see 'set'), or *reparērar, reparērăde, reparērat.* Mistake, make a mistake, *misstāgar mig,* see 'take'. Mount, *stiger, stēg (stego), stigit, stigen;* (on horseback) *sitter upp,* see 'sit'.

Name, call, *kallar, kallade, kallat;* to be named (to signify), *heter, hētte, hetat.*

Open, *öppnar. öppnăde, öppnat.* Order, *beställer, beställde, beställt.* Pay, *betāler, betāldc, betālt.* Pronounce, *ūt'talar, uttalăde, uttalăt.* Put, *sätter, satte, satt;* see also 'lay'; put to (horses), *spänna för, spännde, spännt.*

Rain, *(det) regnar, regnăde, regnat.* Read, *läser, läste* (or *lās*, no pl.), *läst, läsen.* Reckon, *räknar, räknade, räknat.* Require, *behöfver, behöfde, behöfvt.* Rest, *hvilar, hvilăde, hvilat.* Return (intr.), *vänder (om), vände, vändt;* (tr.) *reser (rēste, rēst) tillbāka.* Ride, *rider, rēd (redo), ridit, riden.* Roast, *steker, stēkte, stēkt.* Row, *rōr, rodde, rott.* Run, *löper, lopp (lupo), lupit;* or *springa, sprang, sprungit.*

Say, *säger, sāde, sagt, sagd.* See, *sēr, såg (sågo), sett, sedd.* Seek, *söker, sökte, sökt.* Sell, *säljer, sälde, sålt.* Send, *sänder, sände, sändt;* or *skickar, skickăde, skickat.* Set, *sätter, satte, satt.* Shoot, *skjuter, sköt, skjutit.* Shut, *stänger, stängde, stängt.* Sit, *sitter, satt (sutto), suttit (sutit).* Sleep, *sōfver, sōf (sofvo), sofvit.* Smoke (intr.) *ryka, rök, rukit;* (trans.) *röka, rökte, rökt.* Snow, *(det) snöar* (inf. *snöa*), *snöade, snöat.* Speak, *tālar, talte, talt.* Stand, *står, stōd, stått.* Start, *āf'går, afgick (afgingo), afgått, afgången.* Stop (intr.), *står stilla* (see 'stand'), *stanna.*

Take, *tager* (or *tār*), *tōg (togo), tagit, tagen;* take care of, *har (hafva) om'sorg om.* Think, *tänker, tänkte, tänkt.* Travel, *reser, rēste, rēst.* Try, *försö'ker, försökte, försökt.*

Understand, *förstår* (like 'stand'). Use, *brukar, brukăde, brukat.*

Wait, *vän'tar, väntăde, väntat.* Wash, *tvättar, tvättăde, tvättat.* Wish, *ön'skar, önskăde, önskat.* Write, *skrifver, skrēf (skrefvo), skrifvit, skrifven.*

Adverbs. The neuter forms of adjectives are used as adverbs; *mannen är ärlig* (the man is honest), *mannen handlar ärligt* (the man deals honestly). Such adverbs are compared like adjectives.

A few are compared irregularly. *Gŏdt* or *väl* (well) has *bättre, bäst; dåligt* or *illa* (ill), *värre, värst* or *sämre, sämst; gerna* or *gärna* (willingly), *hällre* (rather), *hällst* (most willingly, especially).

Place. About, *omkring;* above, *ōfvanpå;* after, *efter;* around, *(rundt) omkring';* at home, *hemma* (indicating *rest*, like several other adverbs ending in *a*, which without the *a* indicate *motion*); away, *bŏrt, bōrta;* back, *tillbāka;* below, *nēre;* down, *nēd;* far, *långt bōrta, fjär'ran;* here, *här;* home, *hem;* in, *in, inne;* near, *när;* nowhere, *ing'enstädes;* out, *ūt, ūte;* past, *förbi';* there, *dēr;* thither, *dit;* up, *up, uppe;* where, *hvar;* within, *inne.*

Time. About, *omkring';* afterwards, *sēdan;* again, *igen', åter;* always, *all'tīd;* already, *rēdan;* before, *förūt;* early, *tīdigt, bittīda;* last year, *ifjōr;* late, *sēnt;* long, *länge;* nearly, *nästăn;* never, *al'drig;* now, *nu;* often, *ofta;* once, *ēn gång;* sometimes, *ibland', stun'dŏm;* soon, *snärt;* still, *ännū;* the day after to-morrow, *ö'fvermor'gon;* the day before yesterday, *för'går;* then, *då, på den tīd;* this evening, *i af'ton;* this morning, *i mor'se;* to-day, *i dāg;* to-morrow, *i mor'gon;* twice, *två gångar;* when (interrog.) *när;* yesterday, *igår'.*

Manner, Degree, etc. A little, *nå'got;* also, *ock'så;* also not, *heller icke;* altogether, *alltsåmmans;* broken (in two), *i sönder, i sär;* down, downhill, *nēdåt, nēdåt backen;* how, *hur'u;* little, *lītet;* much, *mycket;* no, *nej;* not, *icke;* not at all, *alldēles icke;* of course, *natūrligtvīs;* only, *blott, en'dast;* particularly, *syn'nerligen;* partly, *dēls;* perhaps, *kanskē;* possibly, *mö'jligen;* probably, *san'nolīkt;* quickly, *fort, raskt;* so, thus, *sålēdes;* softly (gently, slowly), *sak'ta;* straight on, *rakt fram;* together, *ihōp, tillsam'mans;* too, *för;* too much, *för mycket;* up, uphill, *up'påt, uppåt backen;* very, *mycket;* why, *hvārför;* yes, *ja, jo* (the latter in answer to a question in the negative or expressing doubt).

Prepositions. About, *om;* above, *ö'fver;* after, *efter;* at, *på, vīd;* at (of time), *om;* behind, *bāk;* between, *mellan;* by, at the house of, *hōs;* by, near, *vīd, nära;* by, past, *förbi';* during, *under;* for, before, *för;* from, *från;* in, *i;* instead of, *i stället för;* near, *nära, vīd;* of. from, *āf;* on, *på;* over, *ö'fver;* past, *förbī;* round, *rundt om;* since, *sēdan;* through, *gen'om;* till, *till, intill';* to, *till;* towards, *emōt;* under, *under;* upon, *på;* with, *med.*

Conjunctions. After, *sēdan;* although, *ehur'u;* and, *och;* as, *då;* as — as, *så — som;* because, *emēdan;* before, *för;* but, *men;* either — or, *an'tingen — eller;* for, *ty;* if, *om;* in order that, *för att;* or, *eller;* since (causal), *emēdan;* since (of time), *sēdan;* so, *så;* than, *än;* that, *att;* till, until, *tills;* when (with past tense), *då;* when (with present or future), *när;* where, *hvar;* while, *mēdan.*

Interjections. Ah, alas, *ack;* indeed, *jă så, verk'ligen;* of course, *natūrligtvīs, jă visst, bevārs;* pardon, *ur'säkta;* please, *var så gōd;* thanks, (jag) *tackar, tackar ödmjūkast* ('most humbly'); true, *det är sandt;* what a pity, *det är synd!*

USEFUL PHRASES.

Dano-Norwegian.	English.	Swedish.
Gōd Morgen, Dāg, Aften, Nat.	Good morning, day, evening, night.	*Gōd morgon, dāg, afton, natt.*
Lēv vēl! Farvel'!	Good bye. Farewell.	*Farväl'! Adieu!*
Behāgelig, lyk'kelig Reise!	I wish you a happy journey.	*An'genäm resa! lyck'lig resa!*
Hvōrdan har De (pr. dee) *det* (pron. day)?	How do you do?	*Huru mår Ni? Huru står det till?*
Tak! — Mange Tak! Tak skal Dehā(ve)!	Thank you. Many thanks.	*Tack! Jag tackar så mycket.*
Ja, Tak! — Nei, Tak!	Yes, no, thanks.	*Ja, nej, jag tackar!*
Vær saa gōd!	Be so good. Please.	*Var så gōd!*
Hvad ønsker De? hvad vil De have? hvad behāger?	What do you wish? what would you like? what will you have?	*Hvad önskar Ni? hvad vill Ni hā? hvad behägas?*
Taler De engelsk?	Do you speak English?	*Talar Ni engelska?*
Det gör mig ondt, jeg forstaar ikke norsk, dansk, svensk.	I am sorry I don't understand Norwegian, Danish, Swedish.	*Det gör mig ondt, jag förstår inte norska, danska, svenska.*
Forstaar' De det?	Do you understand it?	*Förstår' Ni det?*
Jeg forstaar Dem ikke; De maa tale langsommĕre.	I do not understand you; you must speak slower.	*Jag förstår Er inte; Ni måste tala långsammăre.*
Hvad hedder — kaldes — det paa norsk, paa dansk, paa svensk?	What is that in Norwegian, Danish, Swedish?	*Hvad heter det på norska, på danska, på svenska?*
Giv! — Tāg! — Stop!	Give. Take. Stop.	*Gē (gīf)! — Tāg! — Håll (stopp)!*
Hvorlēdes synes De om det?	How do you like that?	*Hvad tycker Ni om det?*
Det behager mig gŏdt, det behager mig ikke.	I like it very much. I do not like it.	*Det tycker jag bra om, icke om.*
Det gjør mig meget ondt.	I am very sorry for that.	*Det gör mig mycket ondt (lēdsen).*
Vent lidt! Bi lidt!	Wait a little.	*Vänta litet!*
Pass paa!	Take care.	*Pass på (sē upp)!*
Om Forlādelse!	Excuse me.	*Ur'säkta!*
Jeg beder om Undskyld'ning!	I beg your pardon.	*Jag bēr ŏm ur'säkt! ur'säkta!*
Tāg det ikke ilde op!	Don't take it ill.	*Tāg inte illa upp!*
Det gjør intet (ingenting).	It does not matter.	*Det gör ingenting; det skadar inte.*

Arrival. Porter. Cab.

Dano-Norwegian.	English.	Swedish.
Er der et Byˊbūd? en Bærer?	Is there a commissionnaire here? a porter?	*Finns här ett stadsbud? en bärăre?*
Bring mit Tøi — min Bagage — til Hotellet.	Take my luggage to the hotel.	*Skaffa mina saker (mitt bagage) till hotellet.*
Hvad er Taksten?	What is the tariff?	*Hvad är taxan?*
Hvad betales for Kjørsel med Kjøretøi forspændt med ēn Hest, tō Heste?	What is the charge for the drive in a carriage with one horse, with two horses?	*Hvad betalar man för åkning med en ēnspännăre, en tvåspännăre?*
Hent mig en Droschke fra nærˊmeste Holdeplads.	Fetch me a cab from the nearest stand.	*Hämta mig en droska från närmaste hållplats.*
Hvormēget betales for hen (or *frem*) *og tilbāge? Tūr og Retur?*	What is the fare there and back?	*Hvad betalar man (för åkning) från och tillbāka?*
Jeg vil kjøre tīmevīs; hvad koster det per Tīme?	I wish to drive by the hour; what is the fare per hour?	*Jag vill fara på timme; hvad kostar det i timmen?*

In a Hotel or a Restaurant.

Kan jeg faa et værelse med ēn (tō) seng(e)? Nattekvartēr (logis)?	Can I have a room with one bed, two beds? Nightquarters?	*Kan jag få ett rum med ēn (två) säng (-ar)? Nattlogi?*
Bring mig et Lys og koldt (varmt) Vadskevand.	Bring me a light, and some cold (warm) water for washing.	*Skaffa mig ett ljus och kallt (varmt) tvättvatten.*
Der er intet Haandklæde her.	There is no towel here.	*Det finns inte nåˊgot handkläde här.*
Hvōr er Toiletten?	Where is the lavatory?	*Hvar är toiletten?*
Gaa opˊad, gaa nēdad Trappen og derefter til høire, til venstre.	Go upstairs, go downstairs, and then to the right, left.	*Gå uppˊför, gå nēdˊför trappan och sēdan till höger, till venster.*
HarDe en støvleknægt?	Have you a boot-jack?	*Har Ni en stöfvelknekt?*
Nej, men jeg skal gaa efter Gaardskarlen, som skal trække āf Dem Støvlērne.	No; but I will fetch the porter ('boots'), who will take off your boots.	*Nej, men jag vill ropa på vaktˊmästāren, som skall dra āfˊ Er stöflārna.*
Hvem banker paa Døren?	Who is knocking at the door?	*Hvem knackar på dörren?*
Kom ind!	Come in.	*Stig in!*
Vær saa gōd, luk Døren!	Please, shut the door.	*Var så gōd och stäng dörren!*

Dano-Norwegian.	English.	Swedish.
Luk op et Vin'due!	Open a window.	*Öppna ett fönster!*
Hvad kan jeg faa at spise?	What can I have to eat?	*Hvad kan jag få att äta?*
Paa hvad Tīd finder Frōkosten, Middags-māden, Āftens-māden, sted?	At what time shall we get breakfast? dinner? supper?	*När är frūkosten, middagen, kvällen, (kvällsmaten)?*
Jeg er mēget sulten (tørstig). Kan jeg ikke faa noget Koldt i For'veien?	I am very hungry (thirsty). Can I not have something cold beforehand?	*Jag är mycket hungrig (törstig). Kan jag inte få någon kall mūt förut?*
Op'varter, giv mig Spī-sesed'delen.	Waiter, give me the bill of fare.	*Kyʹpare, gē mig mūt-sēdelen.*
Bring mig en halv Portiōn af denne Stēg, Kartofler og en halv (pron. hall) *Flaske Øl (en halv Øl).*	Bring me half-a-portion of this roast meat, potatoes, and half-a-bottle of beer.	*Gē mig en half portiōn af den här steken. potātis och en half flaska öl (en half öl).*
Oxekjød; Kalve-stēg; Faare-, Bēde-stēg; Svīne-, Fleske-stēg.	Roast beef, veal, mutton, pork.	*Oxkött; kalfstēk; fårstēk; svīnstēk, fleskstēk.*
Grøn'sager; Syl'tetøi.	Vegetables; preserves.	*Grön'saker; sylt'saker.*
Har De Fisk?	Have you any fish?	*Har Ni fisk?*
Ja, der er Torsk, Lax, Ørret, Makrēl. Hummer, Flyndre og saa vidĕre.	Yes, you can have torsk (a kind of cod), salmon, mackerel, lobster, flounders, etc.	*Ja, det finns torsk, lax, foreller, makrill, hummer, flundror och så vidăre.*
Kan jeg faa noget Koldt; Skinke, Pølse og andet saa'dant?	Can I have something cold; ham, sausage, or something of the sort?	*Kan jag få någon kall mūt; skinka, kōrf och annat sā'dant?*
Bring mig en Pande-kāge og Sukker; Melk og Fløde.	Bring me a pancake and sugar; some milk and cream.	*Gē mig en pann'kaka och socker; mjölk och grädde.*
Jeg ønsker Brød, Smør og Ost.	I should like (I wish) bread, butter, and cheese.	*Jag vil ha bröd, smör och ŏst.*
Hvad synes De om Mȳseŏst?	How do you like the whey cheese?	*Hvad tyckar Ni om mēsosten?*
Den er for sød.	It is too sweet.	*Den är för söt.*
Bring mig en Kniv, en Gaffel, Tal'lĕrken, Skē, et Glŭs.	Bring me a knife, a fork, a plate, spoon, glass.	*Gē mig en knīf, en gaffel, tall'rick, skēd, ett glas.*
Der mangler Salt, Peber, Sennop og Ed'dike.	There is no salt, pepper, mustard, vinegar.	*Det fattas salt, peppar sēnap och ät'tika.*

DANO-NORWEGIAN.	ENGLISH.	SWEDISH.
Ønsker De (at spise) varm Frōkost, inden De reiser?	Would you like a hot (meat) breakfast before you start?	*Önskar Ni (äta) varm frukost före rēsan?*
Nej, kun en Kop Kaffe og tō Æg, haard'kogte, blød'kogte.	No, only a cup of coffee and two eggs, hard, soft boiled.	*Nej, bara en kopp kåffe och två ägg; hård-kokta, löskokta.*
Kan jeg faa Rør'æg (Norw. *Æg'gerØre*) *eller Spejlæg?*	Can I have scrambled or poached eggs?	*Kan jag få ägg-röra eller förlōrade ägg?*
Op'varter, ēn Flaske Vīn, Øl (pron. öll), *en Kop Kaffe!*	Waiter, bring me a bottle of wine, of beer, a cup of coffee.	*Ky'pāre, en flaska vīn, öl, en kopp kaffe!*
Ønsker De Hvēdebrød (Kager) til?	Would you like some bread (cakes) too?	*Önskar Ni bröd (kakŏr) till?*
Bring mig en Akvavīt (en Cognac).	Bring me a glass of spirits (brandy).	*Gē mig en snaps (en akvavit).*
Bring mig Punsch og Sōdavand.	Bring me some punch and soda-water.	*Gē mig punsch och sōdavatten.*
Jeg vilde gjerne reise tīd'ligt.	I wish to start early.	*Jag vil gerna rēsa tī-digt.*
Jeg vilde gjerne vækkes.	I wish to be called (wakened).	*Jag vil gerna bli väckt.*
Naar skal jeg vække Dem?	When shall I call you?	*När (hur dags) skall jag väcka Er?*
Klokken sex.	At six o'clock.	*Klockan sex.*
Det er for sēnt.	That is too late.	*Det är för sēnt.*
De maa komme tīdligĕre.	You must come earlier.	*Ni får komma tīdigăre.*
Kan jeg faa regning-en?	Can I have the bill?	*Kan jag få räkningen?*
Hvad koster det?	What does this cost?	*Hvad kostar det?*
Hvōr mēget er jeg Dem skyldig?	How much do I owe you?	*Hur'u mycket är jag skyldig?*
Det er for mēget, for dȳrt.	That is too much, too dear.	*Det är för mycket, för dȳrt.*
Kan De vexle en ti-Krōner-Seddel?	Can you change a ten-crown note?	*Kan Ni vexla en tio-krōnsĕdel (en tia)?*
Nej, jeg har ingen Smaapenge.	No, I have no small change.	*Nej, jag har inte små-pengar.*
Der er Drikkepenge.	Here is a gratuity (tip).	*Der är drickspengar.*

Washing.

Lūd vaske mit Linned.	Get my linen washed.	*Låt tvätta mitt linne.*
Naar kommer Vaskerkōnen?	When does the washerwoman come?	*När kommar tvätterskan?*
Her er Vaskesed'delen.	Here is the wash-bill.	*Här är tvättnotan.*
Skjōrte (-r).	Shirt.	*Skjōrta (-or).*

Dano-Norwegian.	English.	Swedish.
Særk (-e); Chemise.	Chemise.	*Linne (-r).*
Flip (-per); Mansjet' (-ter); Underbeenklæder, Trøie (-r); Underkjōle (-r).	Collar; cuff; drawers; jersey, undervest; petticoat.	*Stärkkrāge (-ar); manschet (-ter); kalsonger; tröja; underkjörtel.*
Strømpe, Sokke (-r); Lommetørklæde (-r); ulden; Knap (-per).	Stocking, sock; handkerchief; woollen; button.	*Strumpa (-or), sock (-ar); näsdūk (-ar); ylle; knapp (-ar).*
Imor'gen (ŏm tō Dāge) maa alt være fær'digt.	Everything must be ready to-morrow (in two days).	*Imory'on (om två dagar) måste allt vara fär'digt.*
Kan jeg stōle paa det?	Can I depend upon it?	*Kan jag lita på det?*
Jeg har faaet der et stōrt Hul; lād det strax reparēre.	I have made a large hole here; get it mended at once.	*Jag har fått ett stört hål där; låt genast laga det.*

In the Street, on the Railway, or in a Steamboat.

Vær (or *Vil De være*) *saa gōd at vise mig Veien til N.*	Please (kindly) show me the way to N.	*Var så gōd och visa mig vägen till N.*
Hvōr kommer De frā?	Where do you come from?	*Hvārifrån kommer Ni?*
Gaa bāre lāgefrem; først til høire; og saa til venstre.	Go straight on; first to the right; then to the left.	*Gå rākt fram; först åt höger; sedan åt venster.*
Hvōrlangt er det herfrā til N.?	How far is it from here to N.?	*Huru långt är det härifrån till N.?*
Hvōrlang'e behøves, for at komme til N.?	How long will it take to go to N.?	*Huru lång tīd behöfs det för att komma till N.?*
Vēd Hjørnet maa De spørge Dem vīdere frem.	You must ask again at the corner.	*Vīd hörnet måste Ni fråga vidāre (fråga Er för).*
Er hēr i Nærhēden et Posthūs?	Is there a post-office near here?	*Finns här i närheten en post'anstalt?*
Hār De et Brēv til mig?	Have you a letter for me?	*Hār Ni (fins här) något brēf till mig?*
Har De prospekt'kort? Har De ti øres frimærker til dem?	Have you picture post-cards? Have you 10-öre stamps for them?	*Har Ni vykort? Har Ni tio öres frimärken till dem?*
Er Herr N. hjemme?	Is Mr. N. at home?	*Är Herr N. hemma?*
Kan jeg faa Hr. N. i Tale? (tale med Hr. N.?)	Can I speak to Mr. N.?	*Kan jag få tala med Herr N.?*

Dano-Norwegian.	English.	Swedish.
Vil De være saa gōd at sige mig Veien til Bānegaarden.	Will you be so kind as to tell me the way to the station?	*Var så gōd och visa mig vägen till jernvägsstationen?*
Naar gaar Hur'tigtōget til N.?	When does the express start for N.?	*När går snälltåget till N.?*
Billet'kontōret er endnu ikke aa'bent.	The booking-office is not open yet.	*Biljett'kontōret är ännu inte öppet.*
En Billet' (tō Billetter) første, anden, trēdje Klasse til N.	A ticket (two tickets) for N., first, second, third class.	*En biljett' (två biljetter) första, andra, trēdje klass till N.*
Har jeg O'vervægt?	Have I overweight?	*Har jag ö'fvervigt?*
Hvōr er Rag-, Damekupēen? En kupē med kloset'?	Where is a smoking, a ladies', a lavatory-carriage?	*Hvar är rök-, dāmkupēn? En kupē med toilett?*
Er der end'nu Plads?	Is there still room?	*Är der ännu plats?*
Alle Pladser ēre op'tāgne; denne Plads tilhører mig.	All the places are occupied; this place is mine.	*Alla platser äro upp'tāgna; denna plats tillhör mig.*
Skal man skifte Tog paa Farten til A.? Ved hvilken Station?	Have I to change carriages for A.? At what station?	*Är där tågom'byte på resan till A.? Vid hvilken station?*
Hvor mange minutters ophold har man endnu) ved denne Station?	How many minutes (longer) do we stop at this station?	*Huru många minuters up'pehåll har man (ännu) vid denna station?*
Tør jeg bē Dem om at lukke Vin'duet?	May I ask you to shut the window?	*Var så gōd och stäng fönstret?*
Hvad hedder dette Vand, dette Bjerg, denne Statiōn?	What is the name of this lake, mountain, station?	*Hvad heter den här sjön, det där berget, den här statiōnen?*
Vil De op'bevāre mit Tøi til i Ef'termiddāg?	Please, keep my luggage till this afternoon.	*Vill Ni förvāra mina saker tills i ef'termiddag?*
Idāg gaar intet Damp'skīb.	There is no steamboat starting to-day.	*Idāg går ingen ångbåt.*
Skal vi faa Vind eller Regn?	Shall we have wind or rain?	*Få vi blåst eller regn?*
Fjōrden er lidt u'rolig; der er Bølger.	The fjord is rather rough; there are waves.	*Fjärden är litet o'rolig (upprörd); det går vågōr (böljor).*
Min kuffert (rejsetaske) indeholder ikke noget toldpligtigt.	My trunk (bag) contains nothing dutiable.	*Min koffert (rēsnäska) in'nehåller inte något tullpligtigt.*

Skyds (Skjuts) and Guide.

Dano-Norwegian.	English.	Swedish.
Jeg vil saa snūrt som mūligt ha(ve) en Kariōl (Kjærre) og en Hest; tō Kariōler med tō Heste.	I want a cariole with one horse as soon as possible: two carioles and two horses.	*Jag vill så fort som möjligt ha en skjuts (karriōl) med en häst, två karriōler med två hästar.*
De maa vente lidt.	You must wait a little.	*Ni får vänta litet.*
Hvad koster Skydsen til den nēste Statiōn?	What is the fare for skyds to the next station?	*Hvad kostar skjutsen till nästa Statiōnen?*
Hvōr er Dag'bogen?	Where is the day-book?	*Hvar finns dag'boken?*
Hōs Statiōns'holderen, hōs Skyds'skăfferen.	At the post-master's.	*Hōs gästgīfvăren.*
Jeg vil strax reise vidĕre.	I wish to go on at once.	*Jag vill gen'ast resa vīdăre.*
Hvōr er Skyds'karlen, Gutten?	Where is the driver?	*Hvūr är kusken (skjuts'pojken)?*
Det er en gōd og flink Hest. Hvōr gammel er den?	That is a good and fast horse. How old is he?	*Det är en gōd och rask häst. Hur gammal är han?*
Hesten er doven, der behōves en Pidsk. Har Du en?	The horse is lazy, he needs a whip. Have you one?	*Hästen är lāt, här behöfs en piska. Har Du någon?*
De kjører for hurtigt (or *fōrt*), — *lang'somt!*	You are driving too fast, too slow.	*Ni kör för fort, för lång'samt.*
Jeg vil gjerne komme tid'ligt til N., for at naa Damp'skibet.	I want to get to N. in time to catch the steamboat.	*Jag vill gerna komma tīdigt (i gōd tīd) till N. för att hinna med ångbåten.*
Jeg har glemt mīn Vādsæk; gaa tilbāge og hent den.	I have forgotten my travelling-bag; go back and fetch it.	*Jag har glömt mīn rēsväska (nattsäck); gå tillbāka och hämta den.*
Jeg har tabt mīn Rej'sebōg. Jeg har fundet den igjen'.	I have lost my guide-book. I have found it again.	*Jag har förlōrat min rēshandbōk. Jag har funnit den igen'.*
Stands lidt; vi vil stige āf og vande Hestene.	Stop a little; we wish to alight, to let the horses drink.	*Håll (stanna) litet; vi vill stiga āf och vattna hästarna.*
Kan jeg faa en Fører, en Lēd'sāger, en Bærer?	Can I get a guide, a porter?	*Kan jag få en förăre (väg'visăre), en härăre?*
Hvōr længe behøver vi at gaa herfrā til N.?	How long will it take to go from here to N.?	*Huru lång tid behöfva vi att gå härifrån till N.?*

Dano-Norwegian.	English.	Swedish.
Er Veien meget an-strængende, stejl, daarlig, sumpet, stēnet.	Is the way very fatiguing, steep, bad, marshy, stony?	*Är vägen mycket ansträngande, brant, dålig, sumpig, stēnig.*
Hvad koster en Hest?	What is the charge for a horse?	*Hvad kostar en häst?*
Hvōr høi er Førerlønnen?	What is the fee for the guide?	*Huru mycket betaler man fö'rāren?*
Hvōr mēgen Bagāge bærer Førēren?	How much luggage does the guide carry?	*Huru mycket bāgāge bär fö'rāren?*
Saa behōver vi ogsaa en Bærer.	Then we must also have a porter.	*Så behöfva vi också en bärare.*
Hvad er det dēr?	What is that there?	*Hvad är det der?*
Der har gaaet en Skrēd nēd, en Snēskred, en Jōrdskred.	Debris has fallen, a snow avalanche, a landslip.	*Der har ett rās ägt rum, ett snö'ras, ett jōrd'ras.*
Der er en Sæter, men der bōer ingen.	There is a sæter; but nobody lives in it.	*Der är en säter, men det bōr ingen där.*
Denne Elv maa vi vade over.	We must wade through this river.	*Den här älfven (ån) måste vi vada öfver.*
Er der Sprækker paa Brēen?	Are there crevasses in the glacier?	*Finns det remnor på glaciēren?*
Man maa sammenbindes med et Toug.	We must tie ourselves together with a rope.	*Man måste binda sig tillsammans med ett tåg (ett rēp).*

Time.

Hvad or *hvōr mange er Klokken?*	What is the time? What o'clock is it?	*Hvad är klockan?*
Klokken er tō; halv tolv; tre Kvartēr til ēt; et Kvartēr over ti; fem Minutter over fire; mangler tre Minutter i syv.	It is two o'clock; half past eleven; a quarter to one; a quarter past ten; five minutes past four; three minutes to seven.	*Klockan är två (tu); half tolf; tre qvart på (or till) ett; ēn qvart öfver tō; fem minūter öfver fy̆ra; fat'tas tre minuter i sju.*
Et Ur; Lom'mēūr.	A clock; watch.	*Ett ūr; fickūr.*
Et Aar; halvt Aar; Fjērdingaar, Kvartāl.	A year; half-year; quarter.	*Ett år; halft år; Kvartal, fjär'dedēlsår.*
For'aar; Sommer; Høst; Vinter.	Spring; summer; autumn; winter.	*Vår; sommar; höst; vinter.*
Jul; Paaske; Pintse; Nyt'aar.	Christmas; Easter; Whitsuntide; New Year.	*Jul; Påsk; Pingst; Ny'år.*
En Maa'ned; Fjōrten Dage; en Ūge.	A month; a fortnight; a week.	*En mā'nad; fjōrton dagar; en vecka.*

Dano-Norwegian.	English.	Swedish.
Søndag, Mändag, Tirsdag, Onsdag, Tōrsdag, Fredag, Lørdag.	Sunday, Monday, Tuesday, Wednesday, Thursday, Friday, Saturday.	*Söndag, Måndag, Tisdag, Onsdag, Tōrsdag, Fredag, Lördag.*
Helligdag; Søgnedag.	Holiday; week-day.	*Helgdag. hōgtidsdag; hvärdag, veckodäg.*
Veiret er idäg smukt, men igaar var det męget stygt; det rēgnĕde hele Dagen.	To-day the weather is fine, but yesterday it was very bad; it rained all day.	*Vädret är vackert i dag, men i går var det dåligt; det rēgnäde hela dagen.*
Imor'gen faar vi Blæst.	We shall have wind to-morrow.	*Imor'gon få vi blåst.*
Veiret er mørkt, lummert, varmt, kŏldt, foran'derligt, stādigt.	The weather is dull, sultry, warm, cold, changeable, settled.	*Vädret är mūlet, trykkande, varmt, kallt, ö'stādigt, stādigt.*
Det regner; hāgler; tōrdner; lyner; fryser; snēr.	It rains, hails, thunders, lightens, freezes, snows.	*Det regnar; hāglar; åskar; blixtrar; fryser; snöär.*
Søn'denvinden bringer Skÿer og Regn.	The south wind brings clouds and rain.	*Sun'nan(vinden) har med sig moln och regn.*
Det bliver kjøligt; det klarer op.	It is getting cooler; it is clearing up.	*Det blīr kūligt; det klarnar upp.*
Sōlen staar tīd'ligt op.	The sun rises early.	*Sōlen går tīdigt upp.*
Sōlen gaar sēnt nēd.	The sun sets late.	*Sōlen går sēnt nēd.*

Health.

Er De sÿg?	Are you ill?	*Är Ni sjūk?*
Jeg er ikke frisk, rask.	I am not well.	*Jag mår inte brā.*
Skal jeg gaa efter en Læge?	Shall I go for a doctor?	*Skall jag gå efter en läkäre?*
Jeg hār Tand'pīne, Hōvedpīne, Ørĕpīne, Māvepīne, Diarrhē.	I have (got) toothache, headache, ear-ache, pain in the stomach, diarrhœa.	*Jag har tandvärk, hūfvŭdvärk, öronsprång, māgplågor, diarrhé.*
Jeg har forkølet mig.	I have caught a cold.	*Jag har förkūlt mig.*
Jeg fryser.	I feel cold.	*Jag fryser.*
Jeg har ingen Feber, men jeg trænger til Hvile.	I have no fever, but I need rest.	*Jag har inte någon feber, men jag behöfver hvila.*
Jeg har et daarligt Bēn; en Blemme, Bule (Norw. *Kūl*).	I have a sore foot; I have a blister, a boil.	*Jag har ondt i foten; jag har en blåsa, en böld.*

Vocabulary.

Dano-Norwegian.	English.	Swedish.
Omtrent' (adv.); *ŏm* (prep.).	About.	*Omkring'; am.*
ōvenpaa (adv.); *over* (prep.).	Above.	*ōfvanpå; öfver.*
led'sāge (p. 6).	Accompany.	*lēd'saga, följa med.*
vant til.	Accustomed to.	*vān vid.*
For'dēl (-en).	Advantage.	*fordēl* (m.).
efter (adv.); *efterat* (conj.).	After.	*efter; sēdan.*
Eftermiddag (-en).	Afternoon.	*eftermiddag* (m.).
siden efter.	Afterwards.	*sēdan.*
atter, igjen'.	Again.	*igen', å'ter.*
behāgelig.	Agreeable.	*an'genäm, behāglig.*
ak.	Ah, alas.	*ack.*
stige nēd (p. 6).	Alight.	*stiga nēd* (p. 12).
ogsaa; heller ikke.	Also; nor . . . either.	*ŏcksā; heller icke.*
al'lerēde.	Already.	*rēdan.*
skjøndt.	Although.	*ēhur'u.*
i alt, altsam'men.	Altogether.	*alltsam'mans.*
al'tīd.	Always.	*all'tīd.*
blandt.	Among.	*ibland'.*
mōr'som.	Amusing.	*rōlig.*
og.	And.	*och.*
kjēdelig.	Annoying.	*förarg'lig, förtrētlig.*
Svar (-et, pl. *Svar).*	Answer.	*svār* (n.; pl. —).
Arm (-en, -e).	Arm.	*arm* (m.).
omkring'.	Around.	*omkring'.*
an'komme (p. 6).	Arrive.	*an'komma, an'landa.*
da; saa — som.	As; as . . . as.	*då; så . . . sŏm.*
stige (p. 6).	Ascend, mount.	*stiga* (p. 12).
i Land, paa Landet.	Ashore (go), — (be).	*i land · på land.*
spørge (p. 6).	Ask.	*fråga* (p. 12).
i, paa, vēd.	At.	*på, vīd.*
hjemme (p. 8).	At home.	*hemma* (p. 14).
vække (p. 6).	Awake, to (trans.).	*väcka* (p. 12).
bort, bōrte.	Away.	*bort, bōrta.*
Ax-el (-len, -ler).	Axle.	*ăx-el* (m.), pl. *-lar.*
tilbāge.	Back.	*tillbāka.*
daarlig, ond.	Bad.	*dålig.*
Sæk (-ken, -ke).	Bag.	*säck, påse* (m.).
Bank'sed-el (-eln, -ler).	Banknote.	*(bank)seddel* (m.).
Baromē-ter (-tret, -tre).	Barometer.	*baromēt-er* (m.), *-re.*
Vand'fād (-et, -e).	Basin.	*(hand)fāt* (n.; pl. id.).

Dano-Norwegian.	English.	Swedish.
Kurv (-en, -e).	Basket.	*korg* (m.; *-ar*).
Bād (-et, -e).	Bath.	*bād* (n.; pl. id.).
vakker, dejlig.	Beautiful.	*vacker, skön.*
fordi'.	Because.	*emēdan.*
blive (p. 7).	Become.	*blifva* (p. 12).
Seng (-en, -e).	Bed.	*säng* (m.; *-ar*).
Oxekjød (-et); bifstēk.	Beef; beefsteak.	*oxkött; biffstēk, biff.*
Øl (-let).	Beer.	*öl* (n.).
fōr (adv.); *fōr* (prep.).	Before.	*förut; förr.*
bede (p. 7).	Beg.	*bēdja* (p. 12).
bāg.	Behind.	*bākom.*
tro (p. 7).	Believe.	*trō.*
nēdenunder.	Below.	*nēre.*
Køie (-n, -r).	Berth.	*kojplats, koj* (m.; *-ar*).
mellem.	Between.	*mellan.*
Blaabær (*-et*, pl. id.).	Bilberry.	*blåbär* (n.; pl. id.).
Regning (-en, -er).	Bill, account.	*rakning* (m.; *-ar*).
binde (p. 7).	Bind.	*binda* (p. 12).
sōrt.	Black.	*svart.*
Sengtæppe (-t, -r).	Blanket.	*filt* (m.; *-er*).
blæse (p. 7).	Blow.	*blåsa* (p. 12).
blaa.	Blue.	*blå.*
Kost (-en); ombord'.	Board (food); on —.	*kost* (m.); *ombōrd'.*
Baad (-en, -e).	Boat.	*båt* (m.; *-ar*).
Sump (-en, -e).	Bog.	*gyttja* (f.), *sump* (m.).
koge (p. 7), *syde.*	Boil, tr. or intr.	*kōka* (p. 12).
Bōg (-en, Bøger).	Book.	*bōk* (m.; *böcker*).
Støvler.	Boots.	*kängor.*
Flaske (-n, -r).	Bottle.	*flask-a* (f.; *-or*).
Gut (-ten, -ter).	Boy.	*gosse* (m.).
Cognac.	Brandy.	*konjak.*
Brød (-et); Smørre-B.	Bread; — and butter.	*brōd; smōrgås.*
brække, slaa itū (p. 7).	Break.	*slå sönder, bryta.*
Frōkōst (-en).	Breakfast.	*frūkōst* (m.; *-ar*).
Bro (-en, -er).	Bridge.	*bro* (f.; *-ar*).
Tømme (-n, -r); Ridevej (-en, -e).	Bridle; bridle-path.	*töm* (m.; *-mer*); *rīdväg* (m.; *-ar*).
bringe (p. 7).	Bring.	*bringa* (p. 12).
itū.	Broken (in two).	*sönder bruten.*
Bæk (-ken, -ke).	Brook.	*bäck* (m.; *-ar*).
Broder (-en, Brādre).	Brother.	*broder* (m.; *bröder*).
Børste (-n, -r).	Brush.	*borst-e* (m.; *-ar*).
men.	But.	*men.*
Smør (-et).	Butter.	*smör* (n.).
kobe (p. 7).	Buy.	*köpa* (p. 12).

Dano-Norwegian.	English.	Swedish.
āf (near); *vēd nær.*	By, prep. & adv.; and see 'past'.	*āf, (bred)vīd; nära.*
raabe (p. 7).	Call, shout.	*ropa* (p. 12).
Lys (-et; pl. id).	Candle.	*ljūs* (n.).
Hūe (-n, -r).	Cap, man's.	*möss-a* (f.; *-or*).
Tjūr (-en, -er).	Capercailzie.	*tjader* (m.).
Om'sorg (-en); tage sig i Agt.	Care (attention); take care.	*om'sorg* (m.); *taga sig i akt.*
forsigtig.	Careful.	*försigtig.*
Karriōl (-en, -er).	Cariole.	*karriōl* (m.; *-er*).
Vogn (-en, -e).	Carriage.	*vagn* (m.).
bære (p. 7).	Carry.	*bära* (p. 12).
(Stōl)kjærre (-n, -r).	Cart; light, with seats.	*kärr-a* (f.; *-or*).
bestemt'.	Certain, decided.	*bestämd'.*
Stōl (-en, -e).	Chair.	*stōl* (m.).
skifte; (money) *vexle*	Change, tr. (pp. 7, 12).	*byta; vexla.*
Smaapenge.	Change, small coins.	*smăpengar.*
Prīs (-en, -er).	Charge, price.	*prīs* (n.).
forlang'e.	Charge (a price; tr.)	*begära.*
billig.	Cheap.	*billig.*
Ōst (-en); Gammelost.	Cheese; goats' milk cheese.	*ŏst* (m.), *gētost.*
Chemise (-n, -r).	Chemise.	*linne* (m.; *-r*).
Kir'sebær (-et; pl. id.).	Cherry.	*körs'bär* (n.).
Kylling (-en, -er).	Chicken.	*kyckling* (m.).
Barn (-et, Bŏrn).	Child.	*barn* (n.).
Cigar' (-ren, -rer).	Cigar.	*cigarr* (m.).
Klasse (-n, -r); første, anden -s Billet'.	Class; first, second class ticket.	*klass* (m.); *en biljett första, andra klass.*
rēn.	Clean.	*rēn.*
klar.	Clear.	*klar.*
Klæder.	Clothes.	*kläder.*
Frakke (-n, -r).	Coat.	*rock* (m.).
Torsk (-en, -e).	Cod.	*torsk* (m.).
Kaf'fe (-n).	Coffee.	*kaf'fe* (n.).
kōld; jeg fryser.	Cold; I am cold.	*kall; jag frȳser.*
komme (p. 7).	Come.	*komma* (p. 12).
behāgelig.	Comfortable.	*bekvăm'.*
sædvanlig, almin'delig.	Common, usual.	*allmän', vänlig.*
Sel'skab (-et, -er).	Company.	*säll'skap* (n.).
tælle (p. 7), *regne.*	Count, to.	*räkna.*
Land (-et, -e).	Country.	*land* (n.).
koste (p. 7).	Cost, to.	*kosta* (p. 12).
Ko (-en, Kōer).	Cow.	*ko* (f.).
Fløde (-n).	Cream.	*grädde* (m.).
Sprække (-n, -r).	Crevasse.	*sprick-a* (f.; *-or*).

Dano-Norwegian.	English.	Swedish.
Kop (-pen, -per).	Cup.	*kopp* (m; *-ar*).
Ribs (-et; pl. id.).	Currant.	*vīnbär* (n.).
skjære (hair, etc.). *klippe.*	Cut (comp. pp. 7, 12).	*skära, klippa.*
dāglig.	Daily.	*daglig.*
Fare (-n, -r); fārlig.	Danger; dangerous.	*fara* (f.); *fārlig.*
mørk; Mørke (-t).	Dark; darkness.	*mörk; mörker* (n.).
Datter (-en, Dætre).	Daughter.	*dotter* (f.; *döttrar*).
Dāg (-en, -e).	Day.	*dāg* (m.).
kjær (beloved); *dȳr.*	Dear,—(high-priced).	*kär* (beloved); *dȳr.*
dȳb.	Deep.	*djūp.*
forlang'e (p. 7).	Demand (price, etc.).	*begära.*
stige nēd (p. 7).	Descend.	*stiga nēd* (p. 12).
forskjel'lig.	Different.	*o'lik, åt'skillig.*
vān'skelig.	Difficult.	*svår.*
Mid'dagsmād (-en), Middag.	Dinner.	*middag, middagsmåltid* (m.).
smudsig.	Dirty.	*smutsig.*
stige āf (p. 7).	Dismount.	*stiga nēd* (p. 12).
Af'stand (-en).	Distance.	*āf'stånd* (n.).
gjøre (p. 7).	Do, to.	*gora* (p. 12).
Læge (-n, -r).	Doctor.	*läkare* (m.).
Hund (-en, -e).	Dog.	*hund* (m.).
Dør (-en, -e).	Door.	*dörr* (f.).
dobbelt.	Double.	*dubbel.*
nēd; nēdād (Bakken).	Down; downhill.	*nēd; nēdåt (berget).*
Klædning (-en, -er).	Dress.	*klädning* (m.; *-er*).
drikke (p. 7).	Drink, to.	*dricka* (p. 12).
kjøre (p. 7).	Drive (a carriage).	*kora* (p. 12).
Kudsk (-en, -e).	Driver.	*kūsk* (m.).
tør.	Dry (adj.).	*torr.*
tørre (p. 7).	Dry, to.	*torka* (p. 12).
om, under.	During.	*under.*
Stēv (-et).	Dust.	*damm* (n.).
tidlig; -t, betīds.	Early, adj. & adv.	*tīdig; -t, bittīdu.*
Øst (-en); øst-lig, -re.	East; eastern.	*ost* (m.); *öst-lig, -ra*
lēt.	Easy.	*lätt.*
spise, æde.	Eat, to.	*äta* (p. 12).
Æg (-get); blødtkogte, haardkogte, Spejl-.	Egg; soft, hard, poached eggs.	*ägg* (n.); *lös-, hårdkokta, förlorade ägg.*
enten — eller.	Either . . . or.	*an'tingen . . . eller.*
Elsdȳr (*-et*, pl. id.).	Elk.	*elg* (m.).
engelsk; Engelskmand (-en, -mænd).	English; Englishman.	*engelsk; Engels-man* (m.; *-män*).
nok, til'strækkelig.	Enough.	*nōg, tillräcklig.*
Konvolut' (-ten, -ter).	Envelope.	*kuvert'* (n.).

Dano-Norwegian.	English.	Swedish.
Om'egn (-en, -e).	Environs.	*omgifvningar.*
Aften (-en, -er).	Evening.	*afton* (m.).
overalt.	Everywhere.	*öfveralltt.*
langt; bevars; langt herfrā.	Far; far from it; far from here.	*långt bōrta, fjär'ran.*
Takst(-en), Prīs(-en); Moderatiōn' (-en).	Fare (railway, etc.); reduction of fare.	*taxa* (f.), *prīs* (n.); *-moderation'* (m.).
Kost (-en), Spise (-n).	Fare (food).	*māt, kost* (m.).
Gaard (-en, -e).	Farm-house.	*gård* (m.; *-ar*).
hurtig, rask.	Fast, quick.	*snabb, hastig.*
Fader (-en, Fædre).	Father.	*far, fader* (m.; *fäder*).
trøt; -hed (f.).	Fatigued, fatigue.	*trött; -het* (f.).
frygte (p. 7).	Fear, to.	*frŭkta* (p. 12).
Drikkepenge (pl.).	Fee, gratuity, tip.	*drickspengar* (pl.).
Færge (-n, -r).	Ferry.	*färj-a* (f.; *-or*).
faa.	Few.	*få.*
Mark (-en, -er).	Field.	*fält* (n.).
finde (p. 7).	Find, to.	*finna* (p. 12).
Ild (-en).	Fire.	*eld* (m.), *brasa* (f.).
fast.	Firm, fixed.	*fast.*
fiske.	Fish, to.	*fiska.*
Fisk (-en, -e); Fiskekrōg (-en, -e); -snøre (-n, -r); -stange (-n).	Fish; fish-hook; fishing-line; fishing-rod.	*fisk* (m.); *mētkrōk* (m.); *mētrēf* (m.); *mētspö* (n.).
flād.	Flat.	*jämn.*
Flynder (-ren, -re).	Flounder.	*flundr-a* (f.; *-or*).
Blomst (-en, -er).	Flower.	*blomm-a* (f.; *-or*).
Flūe (-n, -r).	Fly.	*flug-a* (f.; *-or*).
Taage (-n).	Fog.	*dimm-a* (f.; *-or*).
følge (p. 7).	Follow, to.	*följa efter* (p. 12).
Fōd (-en, Fødder); til Fōds.	Foot; on foot.	*fōt* (pl. *fötter*); *till fōts.*
thi; for.	For, conj. & prep.	*ty; för.*
glemme (p. 7).	Forget, to.	*glömma* (p. 12).
Gaf-fel (-len, -ler).	Fork.	*gaff-el* (m.; *-lar*).
fryse (p. 7).	Freeze, to.	*frysa* (p. 12).
frisk, fersk.	Fresh.	*frisk, färsk.*
Ven (-nen, -ner).	Friend.	*vän* (m.; *-ner*).
Frugt(-en, -er); Rōd'grød (-et).	Fruit; fruit-jelly.	*frukt* (m.; *-er*).
fuld, fuldstæn'dig.	Full, complete.	*full, -stän'dig.*
fra.	From.	*från.*
Vildt; Lēg (-en, -e).	Game; a game.	*vildt, villebråd* (n.); *lēk* (m.), *spēl* (n.).
Pōrt (-en, -e).	Gate.	*pōrt, grind* (m.; *-ar*).

Dano-Norwegian.	English.	Swedish.
Flōr (-et).	Gauze.	*flōr* (n.).
Herre (-n, -r).	Gentleman.	*herr-e* (m.; *-ar*).
faa; stige nēd, ind, op; komme frem.	Get; get down, get in, get up; get on.	*få; stiga nēd, in, upp; komma frām.*
Pige, Jente (-n, -r).	Girl.	*flick-a* (f.; *-or*).
give (p. 7).	Give.	*gifva* (p. 13).
Bræ (-en, -er), Jøkel (-len, -ler).	Glacier.	*glacier, īsberg* (n.).
glād; det glæder mig.	Glad; I am glad.	*glād; det gläder mig.*
Glās (-set, pl. id.).	Glass.	*glās* (n.).
Hand'ske (-r).	Glove.	*hand'sk-e* (m.; *-ar*.)
gaa (p. 7).	Go, to.	*gå* (p. 13).
gōd.	Good.	*gōd.*
Græs (-set).	Grass.	*grās* (n.).
smēre.	Grease, to.	*smörja.*
grān. [*(-et).*	Green.	*grön.*
Gevær (-et -er); Krūdt	Gun; gunpowder.	*gevär'* (n.); *krūt* (n.).
Haar (*-et,* pl. id.).	Hair.	*hår* (n.).
Skinke (-n, -r).	Ham.	*skink-a* (f.; *-or*).
Haand (-en, Hænder).	Hand.	*hand* (f.; *händer*).
Lommetērklæde (-t,	Handkerchief.	*näs'dūk* (m.; *-ar*).
Hare (-n, -r). [*-r).*	Hare.	*har-e* (m.; *-ar*).
Sēletøi (-et).	Harness.	*sēldon* (n.).
Hat (-ten, -te).	Hat.	*hatt* (m.; *-ar*).
Hø (-et).	Hay.	*hö* (n.).
Hōved (-et, -er).	Head.	*hūfvūd* (n.; *-en*).
tung.	Heavy.	*tung.*
hjælpe (p. 7).	Help.	*hjelpa* (p. 12).
her.	Here.	*här.*
Sild (*-en,* pl. id.).	Herring.	*sill* (f.).
høi.	High.	*hög.*
Bakke (-n, -r); bakket.	Hill; hilly.	*back-e* (m.; *-ar*); *-ig.*
hyre (p. 7).	Hire, to.	*hyra* (p. 13).
holde (p. 7).	Hold, to.	*hålla* (p. 13).
hjem; -me.	Home; at —.	*hem; -ma.*
ær'lig.	Honest.	*ärlig.*
Krōg (-en, -e).	Hook.	*krōk* (m.; *-ar*).
haabe (p. 7).	Hope, to.	*hoppas* (p. 13).
Hest (-en, -e).	Horse.	*häst* (m.; *-ar*).
hēd, varm.	Hot.	*hēt, vārm.*
Time (-n, -r).	Hour.	*timme* (m.; *-r*).
Hūs (-et, -e).	House.	*hūs* (n.).
hvōrlēdes.	How.	*hur'u.*
sulten.	Hungry.	*hungrig.*
Jagt (-en).	Hunt, shooting-party.	*jagt* (f.); *-sällskap* (n.).
Mand (-en, Mænd).	Husband.	*man* (m.; *män*).

Dano-Norwegian.	English.	Swedish.
Is (-en); -øxe (-n, -r).	Ice; ice-axe.	*īs* (m.); *-yx-a* (f.; *-or*).
om, dērsom, hvīs.	If.	*om.*
ilde (adj. *sÿg*).	Ill.	*illa* (adj. *sjūk*).
strax.	Immediately.	*gen'ast.*
i; ind, inde (adv.).	In, prep. & adv.	*i; in, inne* (adv.).
for at.	In order that.	*för att.*
vir'kelig.	Indeed.	*jă så; verk'ligen.*
Blæk (-ket).	Ink.	*bläck* (n.).
Vært'shūs (-et, -e).	Inn.	*gäst'gīfvaregård* (m.); *värdshus* (n.).
Vært (-en, -er).	Innkeeper.	*gäst'gīfvăre, värd* (m.).
istēdetfor.	Instead of.	*i stället för.*
Tolk (-en, -e).	Interpreter.	*tŏlk* (m.).
Jern.	Iron.	*jern.*
Ø (-er), Holm (-en, -e); Skjær (*-et*, pl. id.); *Skjærgaard (uden-, inden-skjærs).*	Island; rocky island; belt of islands (outside, inside the belt).	*ö* (f.); *skär* (n.); *skärgård (u'tŏmskärs, in'omskärs).*
Rejse (-n, -r).	Journey.	*rēsa* (f.).
Krukke (-n, -r).	Jug.	*kruka* (f.), *(hand)kanna* (f.).
springe (p. 7).	Jump, to.	*hoppa.*
beholde (p. 7).	Keep, to.	*behålla* (p. 13).
Kjēd-el (-len, -ler).	Kettle.	*kittel* (m.).
gōd, venlig.	Kind.	*gōd, vänlig.*
Konge (-n, -r).	King.	*ko'nung, kung* (m.).
Knīv (-en, -e).	Knife.	*knīf* (m.).
banke (p. 7).	Knock, to.	*knacka* (p. 13), *banka.*
vide; kjende (p. 7); *kunne.*	Know, a fact, person, language.	*veta; känna* (p. 13), *kunna.*
Dāme (-n, -r); Frøken (-en, -er).	Lady; young lady.	*dām, fröken* (f.).
Sø (-en, -er); Vānd (-et, -e).	Lake.	*sjö* (m.; *-ar*).
Land (-et, -e).	Land.	*land* (n.).
Sprōg (*-et*, pl. id.).	Language.	*språk* (n.).
stōr.	Large.	*stōr.*
sidst; ifjor'.	Last; last year.	*sist; ifjōr.*
sēnt.	Late.	*sēnt.*
lægge (p. 7).	Lay, put.	*lägga* (p. 13).
lære (p. 7).	Learn, to.	*lära* (p. 13).
mindst; idetmind'ste.	Least; at least.	*minsta; åtmin'stone.*
forlāde; ef'terlāde.	Leave, to; — behind.	*lemna; lemna kvār* (p. 13).
igjen', tilo'vers.	Left (remaining).	*igen', kvār.*
venstre.	Left (hand).	*venstra.*
Bēn (-et, -e).	Leg.	*bēn* (n.).

Dano-Norwegian.	English.	Swedish.
lade; *slippe* (p. 7).	Let; let go, let fall.	*låta*; *släppa* (p. 13).
Brēv (-et, -e).	Letter.	*brēf* (n.).
flād, jævn.	Level.	*jämn.*
ligge (p. 7).	Lie.	*ligga* (p. 13).
tænde.	Light, kindle, to.	*tända* (p. 13).
Lys (*-et*, pl. id.).	Light (subst.).	*ljus* (n.).
let.	Light (weight), easy.	*lätt.*
klar, lys.	Light, clear, bright.	*ljus, klar, skí'nande.*
lig, ēns.	Like (adj.).	*lik, liknande.*
synes om, like (p. 7).	Like, to.	*tycka om.*
liden (pl. *smaa*; ady. *lidt*); *noget.*	Little; a little.	*liten* (pl. *små*); *litet, något.*
Logi' (*-et;* French *g*).	Lodging.	*boning* (f.; *-ar*), *bo'stad.*
lang.	Long.	*lång.*
lōs.	Loose, slack.	*lōs.*
tabe (p. 7).	Lose, to.	*förlo'ra* (p. 13).
lāv.	Low.	*låg.*
Tøi (-et); Baga'ge (n).	Luggage.	*baga'ge, rēsgōds* (n.).
gjøre (p. 7).	Make, to.	*göra* (p. 12).
Mand (en, Mænd).	Man.	*man* (m. ; *män*).
Kort, Landkort (et).	Map.	*kart-a* (f.; *-or*); *kort* (n.).
Sump, Myr (en).	Marsh.	*myr, moss-e* (m.; *-ar*).
Fyr'stikker.	Matches.	*tänd'stickor.*
Mening (-en, -er), Betydning (-en, -er).	Meaning.	*mening* (f.), *betydelse* (f.).
Kjød.	Meat.	*kött* (n.).
istand'sætte, reparēre, ud'bēdre.	Mend, to	*sätta i stånd; reparēra.*
Sen'debūd (*-et*, pl.id.).	Messenger.	*būd* (n.).
Mid'dāg (-en).	Midday.	*mid'dāg* (m.).
Mid'nat (-ten).	Midnight.	*midnatt* (f.).
Mil (-en; pl. id. or *-e).*	Mile.	*mil* (f.).
Melk (-en).	Milk.	*mjölk* (f.).
Fejl (-en); tage—(p.7).	Mistake, make a —.	*miss'tāg, -a sig* (p.13).
Øi'eblik (-ket, -ke).	Moment.	*ö'gonblick* (n.).
Penge (pl.).	Money.	*pengar* (pl.).
Maa'ned (-en, -er).	Month.	*må'nad* (m.; *-er*).
Maane (-n, -r).	Moon.	*mån-e* (m.; *-ar*).
mere (pl. *flere*).	More.	*mēr, mera* (pl. *fler, a*).
mēst (pl. *flēste*).	Most.	*mēst, mēsta* (pl. *flēst, a*).
Moder (-en, Mødre).	Mother.	*mōder* (f. ; *mödrar*).
stige, sidde op (p. 7).	Mount, to	*stiga, sitta upp* (p.13).
Fjeld (-et, -e).	Mountain.	*fjäll* (n.).
mēget.	Much.	*mycket.*
Sen'op (-pen).	Mustard.	*sēnap* (m.).

Dano-Norwegian.	English.	Swedish.
Faa'rekjød (-et).	Mutton.	*får'kött* (n.).
Negl (-en, -e).	Nail (finger-).	*nag-el* (m.; *-ler*).
Navn (-et, -e).	Name.	*namn* (n.).
kalde; hēdde (p. 7).	Name, call; to be -ed.	*kalla; heta* (p. 13).
nær, vēd; næsten.	Near, nearly.	*nära, vid; nästan.*
Sy'naal (-en, -e).	Needle.	*sy'nål* (f.).
Nær'hēd (-en).	Neighbourhood.	*grann'skap* (n.).
Garn (*-et*, pl. id.), *Net* (*-tet*, pl. id.).	Net.	*nät, garn* (n.).
al'drig.	Never.	*al'drig.*
Avis' (-en, -er).	Newspaper.	*tīdning* (f.).
næst.	Next.	*näst.*
Nat (-ten, Nætter); om Natten.	Night; at night.	*natt* (f.; *nätter*); *ŏm natten.*
nej (Dan. *nai*).	No.	*nej.*
Støi, Larm (-en).	Noise.	*buller* (n.).
Mid'dāg (-en).	Noon.	*mid'dāg* (m.).
Nōrd (-en); nōrdlig.	North; northern.	*nōrd* (m.); *nōrdlig.*
norsk.	Norwegian.	*norsk.*
ikke; slet ikke.	Not; not at all.	*icke; alls inte.*
nu.	Now.	*nu.*
ing'ensteds.	Nowhere.	*ing'enstädes.*
Aare (-n, -r).	Oar.	*åra* (f.; *åror*).
Klokken; — er fire, et kvartēr til sex, halv sjy, tre kvartēr til ni.	O'clock; it is 4, 5. 15, 6. 30, 8. 45 o'clock.	*klockan; — är fyra, en kvart öfver fem, half sju, tre kvart på nio.*
āf; natūr'ligvīs.	Of; of course.	*āf; natur'ligtvīs.*
Kontōr' (-et, -e).	Office (business-).	*kontor'* (n.).
Em'bēde (-t, -r).	Office (appointment).	*em'bēte* (n.).
ofte, tīdt.	Often.	*ofta.*
Olie (-n).	Oil.	*ōlja* (f.).
gammel.	Old.	*gammal.*
paa.	On.	*på.*
ēn'gang.	Once.	*en gång.*
kūn.	Only.	*blott; en'dast.*
aaben.	Open (adj.).	*öppen.*
aab'ne (p. 7).	Open, to.	*öpp'na* (p. 13).
eller.	Or.	*eller.*
li'geōverfor.	Opposite.	*midt emōt'.*
bestille (p. 7).	Order, to.	*beställa* (p. 13).
over.	Over, upwards of.	*öfver.*
ūd; ude.	Out; outside.	*ūt; ute.*
Pan'dekāge (-n, -r).	Pancake.	*pann'kaka* (f.).
Papīr' (-et).	Paper.	*papper* (n.).
Forla'delse (-n).	Pardon.	*ur'säkt* (f.).
Præstegaard (-en, -e).	Parsonage.	*prest'gård* (m.).

Dano-Norwegian.	English.	Swedish.
især'.	Particularly.	*syn'nerligen.*
dēls.	Partly.	*dēls.*
A'gerhøne (-n, -høns).	Partridge.	*rap'phona* (f.; *-ns*).
forbi'.	Past.	*förbi'.*
betāl-e (p. 7); *-ing (-en).*	Pay, to; payment.	*betāl-a; -ning* (f.).
Bonde (-n, Bønder).	Peasant.	*bonde* (m.; pl. *bönder*).
Pind (-en, -e).	Peg, pin.	*pinn-e* (m.; *-ar*).
Pen (-nen, -ne).	Pen.	*penn-a* (f.; *-or*).
Folk (*-et*, pl. id.).	People.	*folk* (n.).
Pe'b-er (-ren).	Pepper.	*peppar* (m.).
kanskē, maaskē.	Perhaps.	*kanskē.*
Persōn' (-en, -er).	Person.	*persōn'* (m.).
Fotografi' (-en, -er).	Photograph.	*fotografi'* (f.; *-er*).
Prospekt'kort.	Picture post-card.	*vy'kort* (n.).
Stykke (-t, -r).	Piece.	*stycke* (n.).
Bro (-en, -er).	Pier.	*brō* (f.), *pir.*
Lōds (-en, -er).	Pilot.	*lōts* (m.).
Knappenaal (-en, -e).	Pin.	*knappnål* (f.).
Pibe (-n, -r).	Pipe.	*pip-a* (f.; *-or*).
Stēd (-et, -er), Plads (-en, -er).	Place.	*plats* (m.).
Taller'ken (-en, -er).	Plate.	*tall'rik* (m.).
behāgelig.	Pleasant.	*an'genäm.*
vær saa gōd.	Please, be so good.	*var så gōd.*
Fornøi'else (-n, -r).	Pleasure.	*förstro'else* (f.), *nöje.*
hōflig.	Polite.	*höflig.*
fattig; stakkels.	Poor.	*fattig; stackars.*
Bærer (-en, -e).	Porter.	*bär'ăre* (m.), *stads'būd.*
mulig; mu'ligvis.	Possible; possibly.	*möj'lig; möj'ligen.*
Por'to (-en); Fri'mærke (-t, -r).	Postage; -stamp.	*por'to* (n.); *fri'märke* (n.).
Skyds'gut (-ten, -ter).	Post-boy.	*skjuts'pojke* (m.).
Skyds'skaffer (-en, -e).	Post-master.	*post'mästăre* (m.).
Post'kontōr (-et).	Post-office.	*post'kontōr* (n.).
Skyds'stativn (-en, -er).	Posting-station.	*skjuts'stativn* (f.).
Pote'te (-n, -r), Kartof-fel (-len, -ler).	Potato.	*pota'tis* (pl.).
pæn, smūk.	Pretty.	*täck, vacker.*
Prīs (-en, -er).	Price.	*prīs* (n.).
rimelig; rīmeligvis.	Probable; probably.	*san'nolik; an'tagligen.*
ūd'tale (p. 7).	Pronounce.	*ūt'tala* (p. 13).
Ud'tale (-n).	Pronunciation.	*ūt'tāl* (n.).
Proviant' (-en).	Provisions.	*proviant'* (m.).
Kype (-n, -r).	Ptarmigan.	*ripa* (f.).
sætte (p. 7); *spænde for'* (p. 7).	Put: put to (horses).	*sätta* (p. 13), *spänna för'* (p. 13).

Dano-Norwegian.	English.	Swedish.
hurtig; hurtigt (fort).	Quick; quickly.	*snabb; fort, snabbt.*
Jern'bāne (-n, -r); Ba'negaard (-en, -e).	Railway; -station.	*jern'väg* (m.), *stațiōn'* (f.).
Regn (-en).	Rain.	*regn* (n.).
regne (p. 8).	Rain, to.	*regna* (p. 13).
Hin'bær (-*et*, pl. id.).	Raspberry.	*hallon* (n.).
læse (p. 8).	Read, to.	*läsa* (p. 13).
fær'dig.	Ready.	*fär'dig.*
regne (p. 8).	Reckon, to.	*räkna* (p. 13).
rēd.	Red.	*röd.*
Rēns'dyr (-*et*, pl. id.).	Reindeer.	*rēn* (m.).
Tøiler, Tømmer (pl.).	Reins.	*ty'gel* (m.).
behø've (p. 8).	Require.	*behöfva* (p. 13).
hvile (p. 8).	Rest, to.	*hvila* (p. 13).
komme or *gaa tilbāge.*	Return, to (go back).	*återvända; rēsa tillbaka* (p. 13).
Lǣn (-nen).	Reward, wages.	*belöning, lön* (f.).
Baand (-et).	Ribbon.	*band* (n.).
rīg.	Rich.	*rīk.*
ride.	Ride, to.	*rida* (p. 13).
rigtig; De har Ret.	Right; you are right.	*rätt, riktig; Ni har rätt.*
høire.	Right (hand).	*höger.*
Elv (-en, -e).	River.	*flōd, elf, älf* (f.; *-ar*).
Vej (-en, -e).	Road.	*väg* (m.; *-ar*).
stege.	Roast, to.	*steka* (p. 13).
Vær'else (-t, -r).	Room.	*rum* (n.).
Toug (-et), Rēb (-et).	Rope.	*rēp* (n.).
u'jævn, (of water) *u'rolig.*	Rough.	*o'jämn*, (of water) *o'rolig.*
rundt om.	Round.	*rundt om.*
rōe (p. 8).	Row, to.	*ro* (p. 13).
Roers'karl (-en, -e).	Rower.	*rod'dare* (m.).
løbe (p. 8).	Run, to.	*springa.*
Sād-el (-len, -ler).	Saddle.	*sad-el* (m.; *-ler*).
sikker.	Safe.	*säker.*
Lax (-*en*, pl. id.).	Salmon.	*lax* (m.).
Salt (-et, -e).	Salt.	*salt* (n.).
Sand (-en); sandig.	Sand; sandy.	*sand* (m.); *sandig.*
Saus (-en).	Sauce.	*sås* (m.).
sige (p. 8).	Say, to.	*säga* (p. 13).
Sax (-en, -e).	Scissors.	*sax* (f.; *-ar*).
Sø (-en, -er).	Sea.	*haf* (n.), *sjö* (m.; *-ar*).
sø'syg.	seasick.	*sjösjuk.*
sende (p. 8).	Send, to.	*sända* (p. 13).
see (p. 8).	See, to.	*se* (p. 13).
søge (p. 8).	Seek, to.	*söka* (p. 13).

Dano-Norwegian.	English.	Swedish.
sjæl'den.	Seldom.	*sällan.*
sæl'ge (p. 8).	Sell, to.	*sälja* (p. 13).
Tjener (-en, -e); Pige (-n, -r).	Servant; servant girl.	*tjä'nare* (m.); *jungfru ('jomfru')* (f.).
Stange (-n, Stænger).	Shaft (of a carriage).	*skakel* (m.).
grund.	Shallow.	*grund.*
Lagen (-et, -er).	Sheet.	*lakan* (n.).
Skjörte (-n, -r).	Shirt.	*skjörta* (f.).
Skō (-en, -e).	Shoe.	*sko* (m.).
skyde.	Shoot, to.	*skjuta* (p. 13).
Butik' (-ken, -ker); Handler (-en, -e).	Shop; shop-keeper.	*butik'* (m.); *Handl'lände* (m.).
kort.	Short.	*kort.*
Hāg-el (-len).	Shot.	*hagel, skrōt* (n.).
lukke (p. 8); *-t.*	Shut, to; shut.	*stäng-a* (p. 13); *-d.*
sjūg.	Sick.	*sjūk.*
Side (-n, -r).	Side.	*sida* (f.).
siden; fordi', efterdi'.	Since, prep. & conj.	*sēdan; emēdan.*
Nip (-pet).	Sip.	*tår, klunk.*
enk'elt.	Single.	*enda, enkel.*
Søst-er (-ren, -re).	Sister.	*sÿster* (f.).
sidde (p. 8).	Sit, to.	*sitta* (p. 13).
sove.	Sleep, to.	*sofva* (p. 13).
lang'som.	Slow.	*lång'säm.*
røge; (intr.) ryge.	Smoke, to.	*rōka* (p. 13); *ryka.*
Sneppe (-n, -r).	Snipe.	*snäppa* (f.).
Snē (-en).	Snow.	*snö* (m.).
snē (p. 8).	Snow to.	*snö'a* (p. 13).
saa (conj.); *saa'lēdes.*	So, conj. & adv.	*så; sä'lēdes.*
Sæbe (-n).	Soap.	*tvål* (n.).
sagte.	Softly (gently).	*sakta, mjukt.*
un'dertīden.	Sometimes.	*iblandt'.*
snart.	Soon.	*snart.*
bedrø'vet; det gjør mig ondt.	Sorry; I am sorry.	*bedrö'fvad; det gör mig ondt.*
Suppe (-n).	Soup.	*soppa* (f.).
Sÿd (-en); sÿdlig.	South; southern.	*sÿd* (m.); *-lig; södern.*
tale.	Speak, to.	*tala* (p. 13).
Skee (-n, -r).	Spoon.	*skēd* (f.).
Vaar (-en).	Spring.	*vår* (f.).
Stald (-en, -e).	Stable.	*stall* (n.).
Fri'mærke (-t, -r).	Stamp.	*fri'märke* (n.).
staa (p. 8).	Stand, to.	*stå* (p. 13).
Ba'negaard (-en, -e).	Station, rail.; & v. post.	*statiōn'* (f.).
āf'gaa, gaa bört.	Start, to (pp. 8, 13).	*āf'gå* (p. 13).
Damp'skīb (-et, -e).	Steamer.	*ång'båt* (m.).

Dano-Norwegian.	English.	Swedish.
Op'varter (-en, -e).	Steward.	*stu'ert* (m.).
Stok (-ken, -ke).	Stick.	*käpp* (m.).
endnū'.	Still.	*ännu'.*
Stīg'bøile (-n, -r).	Stirrup.	*stig'bygel* (m.).
Strømpe (-n, -r).	Stocking.	*strumpa* (f., pl. *-or*).
Stēn (-en, -e); stēnet.	Stone; stony.	*stēn* (m.); *stēnig.*
standse (p. 8).	Stop, to.	*stanna.*
lī'gefrem.	Straight on.	*rākt fram.*
Rem (-men, -mer).	Strap.	*rem* (f.).
Jōrd'bær (-et; pl. id.).	Strawberry.	*jōrd'gubb-a* (f. *-or*); (wild) *smul'tron* (n.).
Strĕm (-men, -me).	Stream.	*ström* (m.).
Snōr (-en, -e), Snēre	String.	*snöre* (n.).
stærk [(-n, -r).	Strong.	*stark.*
saa'dan.	Such.	*sådan.*
Suk-ker (-ren).	Sugar.	*socker* (n.).
Som-mer (-ren, -re); om Somren.	Summer; in summer.	*sommar* (m.); *om sommaren.*
Sōl (-en, -e).	Sun.	*sōl* (f.).
Af'tensmād (-en).	Supper.	*kvälls'mat* (m.).
Bōrd (-et, -e).	Table.	*bōrd* (n.).
tāge; sørge før (p. 8).	Take; take care of.	*taga; hafva om'sorg om.*
Takst (-en, -er).	Tariff.	*taxa* (f.).
Tee (-n).	Tea.	*tē* (n.).
Kikkert (-en, -er).	Telescope.	*teleskop'* (n.).
end.	Than.	*än.*
Tak; mange Tak.	Thanks; many thanks.	*tackar; — så mycket.*
at.	That. [row.	*att.*
io'vermōrgen.	The day after to-mor-	*i öfvermor'gon.*
ifør'gaars.	The day before yes-	*iför'går.*
da, paa den Tīd.	Then. [terday.	*då, på den tīd.*
dēr.	There.	*dēr.*
tyk; tynd.	Thick, thin.	*tjock; tunn.*
Sāg (-en, -er).	Thing.	*sāk* (f.).
tænke (p. 8).	Think.	*tänka* (p. 13).
tørstig.	Thirsty.	*törstig.*
iaf'ten; imor'ges.	This evening; this	*i af'ton; i morse.*
dīd.	Thither. [morning.	*dīt.*
Traad (-et, pl. id.).	Thread.	*tråd* (m.).
tre Gange.	Three times.	*tre gånger.*
gjen'nem.	Through.	*gen'om.*
Billet' (-ten, -ter).	Ticket.	*biljett'* (n.).
trœt.	Tired.	*trött.*
fast.	Tight.	*tät, trång.*
indtil'; ikke før'.	Till; not till.	*till, intill'; icke för.*
Tīd (-en, -er).	Time.	*tīd* (m.).

Dano-Norwegian.	English.	Swedish.
til.	To.	*till.*
To'bak (-ken, -ker).	Tobacco.	*to'bak* (m.).
idāg'; imor'gen.	To-day; to-morrow.	*i dāg; i mor'gon.*
sammen.	Together.	*tillsam'mans.*
for (mēget, etc.).	Too (much, etc.).	*för (mycket).*
Top (-pen, -pe).	Top.	*spets, topp* (m.).
mōd.	Towards.	*emōt'.*
Haand'klæde (-t, -r).	Towel.	*hand'dūk* (m.).
By (-en, -er).	Town.	*stad* (m.).
Tōg (-et, pl. id.).	Train.	*tåg* (n.).
Oversæt'telse (-n, -r).	Translation.	*öfversätt'ning* (f.).
rejse (p. 8).	Travel, to.	*resa* (p. 13).
Besvær' (-et); -lig.	Trouble; -some.	*besvär'* (n.); *besvärlig.*
Bēn'klæder.	Trousers.	*bēn'kläder.*
Ørret (-en, -er).	Trout.	*forell'* (m.).
sand; det er sandt.	True; that is true.	*sann; det är sannt.*
Kuffert (-en, -er).	Trunk.	*koffert* (m.).
Sand'hēd (-en, -er).	Truth.	*sanning* (f.).
forsø'ge.	Try.	*försö'ka* (p. 13).
to Gange.	Twice.	*två gångar.*
stygg.	Ugly.	*ful.*
Paraplȳ (-en, -er).	Umbrella.	*paraplȳ* (m.).
u'bestemt.	Uncertain.	*o'bestämd.*
under.	Under.	*under.*
forstaa' (p. 8).	Understand.	*förstå'* (p. 13).
ubehāgelig.	Unpleasant.	*o'behāglig.*
op, -pe; -ad (Bakken).	Up; uphill.	*up, -pe; -på̊t (backen).*
paa.	Upon.	*på̊.*
Brūg (-en), Nytte (-n).	Use.	*brūk* (n.), *nytta* (f.).
bruge (p. 8).	Use, to.	*bruka* (p. 13).
nyttig; u'brugelig.	Useful; useless.	*nyttig; o'brukelig.*
sædvān'lig, almind'elig.	Usual.	*vānlig.*
Dāl (-en, -e).	Valley.	*dāl* (m.).
Værdi' (-en, -er).	Value.	*värde* (n.).
Grønsāger.	Vegetables.	*grön'sāker.*
Slør (-*et,* pl. id.).	Veil.	*slöja* (f.).
mēget.	Very.	*mycket.*
Ūd'sigt (-en, -er).	View.	*ut'sigt* (f.).
Lands'bȳ (-en, -er).	Village.	*bȳ* (m.).
Ed'dike (-n).	Vinegar.	*ät'tika* (f.).
Besøg' (-*et,* pl. id.).	Visit.	*besök'* (n.).
Sø'reise (-n, -r).	Voyage.	*sjö'rēsa* (f.).
vente (p. 8).	Wait.	*vānta* (p. 13).
Op'varter (-en, -e).	Waiter.	*ky'pāre* (m.).
Spadser'gang (-en, -e).	Walk.	*promenad* (m.).
varm; jeg er varm.	Warm; I am warm.	*varm; jag är varm.*

Dano-Norwegian.	English.	Swedish.
vadske (p. 8).	Wash.	*tvätta* (p. 13).
Vads'kerkŏne (-n, -r).	Washerwoman.	*tvättersk-a* (f.; *-or*).
Vand (et, -e).	Water.	*vatten* (n.).
Lo'kum (-met).	Water-closet.	*vattenkloset'* (n.).
Fos (-sen, -ser).	Waterfall.	*fors* (m.).
svāg.	Weak.	*svāg.*
Veir (-et).	Weather.	*väder* (n.).
U'ge (-n, -r).	Week.	*veck-a* (f.; *-or*).
frisk, sund.	Well (in health).	*frisk, sund.*
Brønd (-en, -er), Kilde	Well (subst.).	*brunn* (m.), *källa* (f.).
vel, godt. [(-n, -r).	Well (adv.).	*bra, väl.*
Vest (-en); vest'lig.	West; western.	*vest* (m.); *vest'lig.*
fugtig, vaad.	Wet.	*fuktig, våt.*
Hjūl (-et, pl. id.).	Wheel.	*hjūl* (n.).
Pidsk (-en, -e).	Whip.	*pisk-a* (f.; *-or*).
naar, hvad Tid.	When (interrog.).	*när.*
da; naar.	When, past; pres. or fut.	*då; när.*
hvŏr.	Where.	*hvār.*
mēdens.	While.	*mēdan.*
hvorfor'.	Why.	*hvarför'.*
Hus'trū (-en, -er).	Wife.	*hus'tru, 'fru* (f.).
Vind (-en, -e).	Wind.	*vind* (m.; *-ar*).
Vin'due (-t, -r).	Window.	*fönster* (n.).
Vīn (-en, -e).	Wine.	*vīn* (n.).
øn'ske (p. 8).	Wish, to.	*ön'ska* (p. 13).
med.	With.	*med.*
inde.	Within.	*inne.*
Kvinde (-n, -r).	Woman.	*kvinn-a* (f.; *-or*).
Skōv (-en, -e).	Wood.	*skōg* (m.; *-ar*).
Ōrd (-et, pl. id.).	Word.	*ōrd* (n.).
Ar'beide (-t, -r).	Work.	*ar'bēte* (n.).
værd.	Worth (adj.).	*värd.*
skrive (p. 8).	Write.	*skrifva* (p. 13).
u'rigtig, gāl, falsk; jeg har Ūret.	Wrong; I am wrong.	*falsk, o'rigtig; jag har o'rätt.*
Aar (-et, pl. id.).	Year.	*år* (n.).
gūl.	Yellow.	*gūl.*
igaar'.	Yesterday.	*igår.*
ja, jo (see p. 15).	Yes.	*ja; jo,* '*ju*' (p. 15).
ung.	Young.	*ung.*

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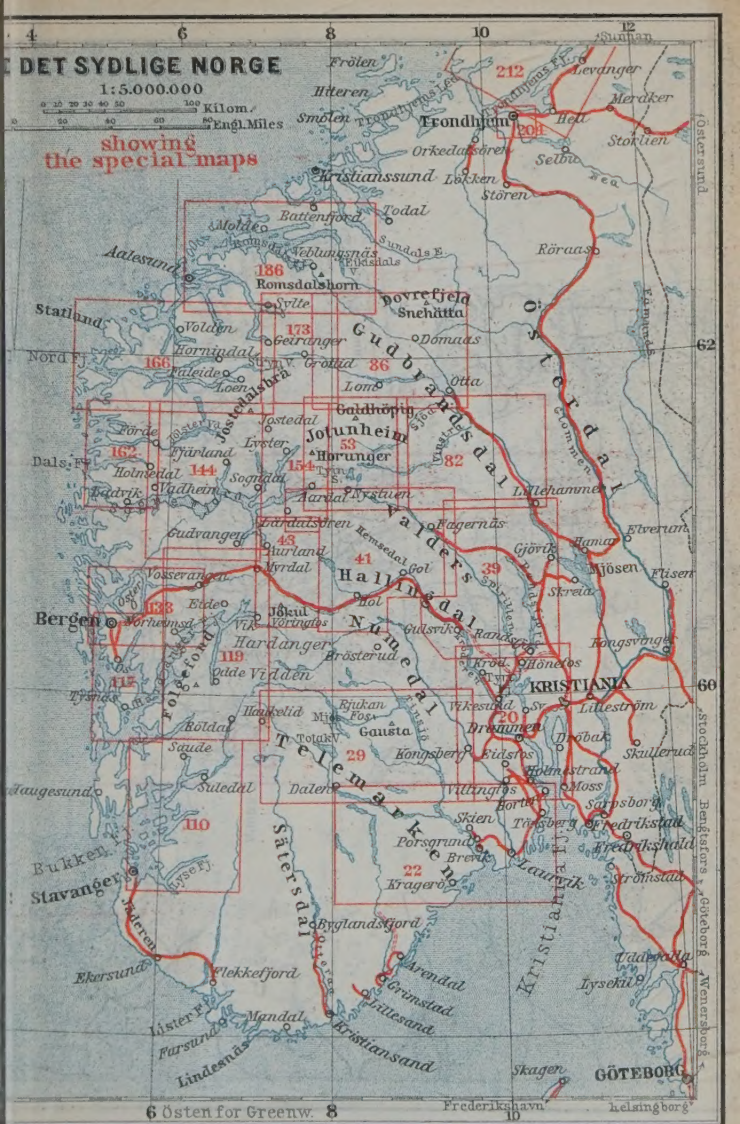
DET SYDLIGE NORGE
1:5.000.000
Kilom.
Engl. Miles
showing
the special maps
Trondhjem
Kristianssund
Molde
Aalesund
Romsdalshorn
Snehætta
Dovrefjeld
Österdal
Gudbrandsdal
Jotunheim
Hurunger
Valders
Hallingdal
Numedal
Telemarken
Bergen
Hardanger
Sognefjord
Stavanger
KRISTIANIA
Kristiansand
Arendal
Grimstad
Lillesand
Flekkefjord
Egersund
Haugesund
Drammen
Skien
Porsgrund
Brevik
Laurvik
Fredrikshald
Strömstad
Lysekil
Uddevalla
GÖTEBORG
Skagen
Frederikshavn
Helsingborg
Stockholm
Eidsvold
Lillestrøm
Kongsvinger
Elverum
Lillehammer
Fagernäs
Gjövik
Hamar
Mjösen
Fliseren
Skreia
Ringebo
Tönsberg
Sarpsborg
Moss
Fredrikstad
Vikersund
Hönefos
Ramsaa
Krödsherred
Gulsvik
Nesbyen
Geilo
Gol
Aurdal
Fystuen
Tyin
Jotunheim
Jostedalsbræ
Lom
Otta
Dovrefjeld
Snehætta
Romsdalshorn
Trondhjems Fj.
Levanger
Meraker
Storlien
Selbu
Röraas
Östersund
Sundsvall
Frösön
Hitteren
Smölen
Orkedalsören
Støren
Lerken
Battenfjord
Todal
Sundals E.
Veblungsnäs
Eresfjords
Vikebugt
Aalesund
Volden
Seierangers
Grotlid
Lom
Otta
Dombaas
Storlien
Hell
Levanger
Meraker
Trondhjem
Nord F.
Dals. F.
Sogndal
Vadheim
Lærdal
Fystuen
Tyin
Lyster
Fjærland
Holmedal
Førde
Jostedalsbræ
Gudvangen
Vossevangen
Myrdal
Voss
Etne
Vik
Jökul
Vörings
Odde
Vivden
Hardangerjökul
Brösterud
Gulsvik
Ringerike
Krödsherred
Hönefos
Ramsaa
Eidsvold
Lillestrøm
Kongsvinger
Elverum
Lillehammer
Fagernäs
Gjövik
Hamar
Mjösen
Fliseren
Skreia
Ringebo
Tönsberg
Sarpsborg
Moss
Fredrikstad
Fredrikshald
Strömstad
Uddevalla
Lysekil
Wenersborg
Göteborg
Stockholm
Bergslagen
Vikersund
Drammen
Hönefos
Ramsaa
Krödsherred
Gulsvik
Nesbyen
Geilo
Gol
Aurdal
Fystuen
Tyin
Lærdal
Vadheim
Sogndal
Holmedal
Førde
Fjærland

Bergen
Stavanger
Kristiansand
Arendal
Skien
Drammen
KRISTIANIA
Gothenburg
Halmstad
Helsingborg
Malmö
Ystad
Trelleborg
Ängelholm
Varberg
Kattegat
Skagerrak
Aalborg
Aarhus
Esbjerg
Hirtshals
Frederikshavn
Skagen
Hanstholm
Thyborön
Ringkjöbing
Esbjerg
Ribe
Tönning
Husum
Flensburg
Kiel
Lübeck
Rostock
Stralsund
Sassnitz
Rügen
Bornholm
Falster
Gedser
Warnemünde
Wismar
Kolberg
Danzig
Pillau
Königsberg
Memel
Libau
Windau
Mitau
Riga
Dünaburg
Kowno
Wilna
Grodno
Bialystok
Warschau
Thorn
Bromberg
Posen
Berlin
Stettin
Swinemünde
Hamburg
Bremen
Emden
Amsterdam
Rotterdam
Antwerpen
Ostende
Calais
Dover
Hull
Leith, Granton
Newcastle
Aberdeen
Lerwick
Shetland Is.
Faroe Is.
Iceland
Helgoland
Jutland
Skaw
Kattegat
Skagerrak
Sound
Great Belt
Little Belt
Fehmarn Belt
Kiel Canal
Gulf of Bothnia
Gulf of Finland
Gulf of Riga
Baltic Sea
North Sea
Stockholm
Upsala
Gefle
Sundsvall
Hernösand
Östersund
Mora
Falun
Örebro
Karlstad
Lake Wener
Lake Wetter
Lake Mälar
Lake Hjelmar
Lake Siljan
Lake Storsjön
Lake Venern
Lake Vanern
Lake Ladoga
Lake Peipus
Lake Ilmen
Lake Onega
Lake Enara
Lake Imandra
Lake Kubinskoe
Lake Beloe
Lake Seliger
Lake Wolga
Lake Rybinsk
Lake Mologa
Lake Tschudskoe
Lake Pskow
Lake Wygosero
Lake Kemi
Lake Kitka
Lake Pjaosero
Lake Kolmosero
Lake Topozero
Lake Segosero
Lake Kubinskoe
Lake Beloe
Lake Seliger
Lake Wolga
Lake Rybinsk
Lake Mologa
Lake Tschudskoe
Lake Pskow
Lake Wygosero
Lake Kemi
Lake Kitka
Lake Pjaosero
Lake Kolmosero
Lake Topozero
Lake Segosero
Aland Is.
Dagö
Ösel
Gotska Sandö
Wisby
Oxelösund
Nyköping
Westerwik
Kalmar
Carlskrona
Helsingfors
Reval
Petersburg
Moskau
Twer
Jaroslaw
Rybinsk
Wologda
Archangel
Kola
Tromsö
Hammerfest
Vardö
Nordkap
Bodö
Trondhjem
Christiansund
Molde
Bergen
Stavanger
Egersund
Lindesnäs
Farsund
Arendal
Skien
Drammen
Kongsberg
Hönefoss
Lillehammer
Gudbrandsdal
Romsdal
Sognefjord
Hardangerfjord
Jotunheim
Dovrefjeld
Kjölen
Sulitelma
Kebnekaise
Haparanda
Torneå
Uleåborg
Kajana
Wasa
Björneborg
Tammerfors
Abo
Nystad
Hangö
Libau
Windau
Mitau
Riga
Dünaburg
Kowno
Wilna
Grodno
Bialystok
Warschau
Thorn
Bromberg
Posen
Berlin
Stettin
Swinemünde
Hamburg
Bremen
Emden
Amsterdam
Rotterdam
Antwerpen
Ostende
Calais
Dover
Hull
Leith, Granton
Newcastle
Aberdeen
Lerwick
Shetland Is.
Faroe Is.
Iceland
Helgoland
Jutland
Skaw
Kattegat
Skagerrak
Sound
Great Belt
Little Belt
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Kiel Canal
Gulf of Bothnia
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Gulf of Riga
Baltic Sea
North Sea
Stockholm
Upsala
Gefle
Sundsvall
Hernösand
Östersund
Mora
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Lake Siljan
Lake Storsjön
Lake Venern
Lake Vanern
Lake Ladoga
Lake Peipus
Lake Ilmen
Lake Onega
Lake Enara
Lake Imandra

INDEX MAP OF
SWEDEN AND NORWAY
showing the
SPECIAL MAPS
OF THE HANDBOOK.
Scale 1:10.000.000
Swedish Miles.
Norweg. Miles.
English Miles.
The numerals (34) refer to the pages of the Handbook.
ARCTIC OCEAN
ATLANTIC OCEAN
GULF OF BOTHNIA
LAPLAND
Vesterdalen
Lofoten
Nordkinn
Varanger Fiord
Tromsö
Hammerfest
Alten
Karasjok
Kautokeino
Kiruna
Gellivara
Jukkasjärvi
Torne Träsk
Haparanda
Luleå
Piteå
Skellefteå
Umeå
Vasa
Uleåborg
Brahestad
Karleby
Jakobstad
Wasa
Nystad
Abo
Aland
Gefle
Upsala
Stockholm
Arvidsjaur
Jokmock
Arjeplog
Sorsele
Lycksele
Vilhelmina
Storuman
Hemavan
Tärnaby
Stor Afvan
Hornafvan
Dyvnäs
Mo
Vefsen
Brönnöy
Vigten Öer
Folden
Namsen
Snasen
Salmajaur
Frostviken
Hitteren
Isele
Nordmeland
Rataan
Bjuröklubb
Skellefteå
Piteå
Karlsborg
Ulea See
Tornea
Haparanda
Kengis
Kemi
Kemiträsk
Jockmock
Arjeplog
Arvidsjaur